



**JANUARY
AUCTION ISSUE**

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Vol. 49, No. 2
January 9, 2020

Trobys's Memory Lane

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1959 CHRYSLER CROWN IMPERIAL SOUTHAMPTON EDITION

Very RARE car, it is
1 of 1,007 produced.
This California car is
outstanding throughout.

A color combination that is great. The options are
plentiful and vast, including factory A/C, power
everything, pushbutton trans. The list goes on and on.
Fit finish is outstanding as well as the restoration.



1965 MERCURY CYCLONE 2DR. HARDTOP

Has had an extensive
frame up restoration 289
HP V-8 mated to a factory
4 SP trans. The quality

of this restoration shows throughout the car. Interior
is in excellent condition as is the trunk compartment.
The engine bay is excellent w/a host of dress up period
correct items on the engine. The bottom of the car is
original and rust free. **OUTSTANDING!**



1952 BUICK SUPER ESTATE WOODY WAGON BEAUTIFUL.

263 C.I. inline
8 cylinder
Dynaflash

engine mated to a auto trans., independent front
coil suspension, live rear axle, 4 wheel power assist
Hydraulic brakes. 129" WB, installed A/C, converted to
12 volt. The wood is Excellent w/ great fit and finish.



1953 CADILLAC 62 CONVERTIBLE

One of the **BEST**
unrestored 1953
Cadillac on the
planet. In Colbalt
Blue (original

paint), original Blue leather, w/ dark Tan convertible
roof. A 331 C.I. V-8 mated to a silky smooth Hydra.
trans., P. top, P. windows, P. seat, AM radio, heater,
P. steering, P. brakes. Only 36,572 original miles.



1962 FORD GALAXY 500 XL CONVERTIBLE

An **ABSOLUTELY
STUNNING** (Fresh)
Restoration
refinished in

correct medium bronze color, it has an excellent original
interior that is in overtop condition. Factory bucket seat,
console and door panels which are all original. 390 C.I.
V-8 mated to a factory correct auto trans.



1941 CADILLAC 60S

An absolutely stellar
example of one of the
most sought after pre-
war Cadillacs. Extremely
RARE. CCAA premier
national show winner
and an AACA senior.

Finished in Antoinette Blue w/contrasting correct Grey cord
interior. An infamous 346 C.I. Flat head. The last owner had
the car prepped for touring in cara van touring.



1938 CADILLAC 7523 FLEETWOOD

1 of 380 made!
The overall
condition is
nothing short

of **ASTOUNDING**. 38 Years in sunny California. In
outstanding dark Blue paint (not your typical Black) w/
contrasting sumptuous Grey Beige English broad cloth
interior. An infamous 346 C.I. Flathead V-8 mated to a 3
spd manuel trans. The wood in the interior is excellent.



1991 CADILLAC COUPE DEVILLE ABSOLUTING STUNNING!

1 owner, low mileage,
and original paper work.
Equipped with a host
of optional equipment

such as Tilt and Teli Steering Wheel, leather seats, power
everything. Finished in medium Garnet Metallic topped off
with a Dark Garnet Hartz Cloth Coach Roof, and set off with
sumptuous white leather. It does not get any better.



1969 BUICK RIVIERA

***RARE**, last year for body
design. Coveted quality
w/well-appointed Power
accessories. 1969 saw a
cosmetic update, and new

side body brightwork. The famous Riviera retractable
headlights and integrated front bumper and grill were
featured. Inside, a variety of interior options. Including
a wood-grain dash. *430-cu. in. V-8 auto trans. A well
preserved and meticulously maintained classic.



1951 PONTIAC STREAMLINER SEDAN DELIVERY ULTRA RARE

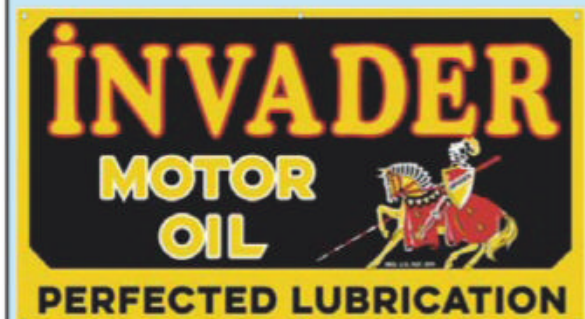
w/42,000 miles.
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from what we have

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January 9, 2020
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'BULLITT' MUSTANG ON THE BLOCK

MECUM OFFERS FAMOUS MOVIE CAR



8 AUCTIONS PREVIEWED

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FEBRUARY 7 - 9, 2020

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Lot #1781

Lot #1741

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'All Girls Garage'**

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What we're watching on the block in January

January is that time of year when heavy iron crosses the block and the success of eight auction companies holding sales east and west sets the financial tone of the hobby for the year to come. Whether or not the prices of those Hemi 'Cudas and Bugattis affect the values of our 1930s Plymouths, '50s Chevys and 1970s Ford LTDs is debatable, but the auction action makes for great viewing and entertaining debate.

There's no doubt that January has become the best-known time period for auctions both in and out of the hobby due to the number of sales and cars crossing those auction companies' blocks. This year, the number of vehicles to be offered at Mecum's Kissimmee, Fla., sale alone is 3,500. Add in the cars at the seven Scottsdale-area Arizona auctions and that number comes up to about 5,000 vehicles altogether! *Old Cars* will have auction reporters at all eight sales this January. With all of the cars and trucks to be offered, here are a few that I'll be watching in particular.

"Bullitt" Mustang: The car that is probably overshadowing all others this January is the "hero" car driven by Steve McQueen in the 1968 film "Bullitt." The car is the star of the film that brought Hollywood the modern chase scene, and it has a great story since day one (McQueen personally oversaw its construction and then tried to buy it from its longtime owner, who wouldn't budge). The *Old Cars* staff has bets on what this car will fetch when it crosses Mecum Auctions' block in Kissimmee at no reserve. Hint: Our guesses are in seven-figure territory.

V-16 Cadillacs from the John D. Groendyke Collection: RM Sotheby's will offer seven of Mr. Groendyke's V-16 Cadillacs, and we'll be curious how the market reacts to this many multi-cylinder Cadillacs being offered at once. Among the V-16s in this collection is a 1930 Sport Phaeton of the type that RM Auctions sold for \$1 million at its 2019 Hershey Sale. It will be interesting to see how this second V-16 does on the block in a different location.

1971 Dodge Charger Super Bee 440 Six Pack: Russo and Steele will offer this loaded muscle gem originally sold by none other than Mr. Norm's Dodge dealership. Seeing as post-1970 "Fuselage" MoPar B-body muscle cars like the Charger and Plymouth Road Runner/GTX seem to be climbing in price, we'll be watching this one to see if they keep trending north.

1948 Tucker 48: Tuckers just don't seem to be slowing down on their upward trend into seven figures. We'll be watching the Gooding & Company block to see if the largely original Waltz Blue example they're offering will break a record, hit a price in line with other recent sales or somehow fall flat.

If you're bidding at the auctions this January, we'd like to hear about your wins — whether it's a Tucker or a V-16 Cadillac, a 1930s Plymouth or 1970s Ford LTD. Perhaps we can make it famous a second time.



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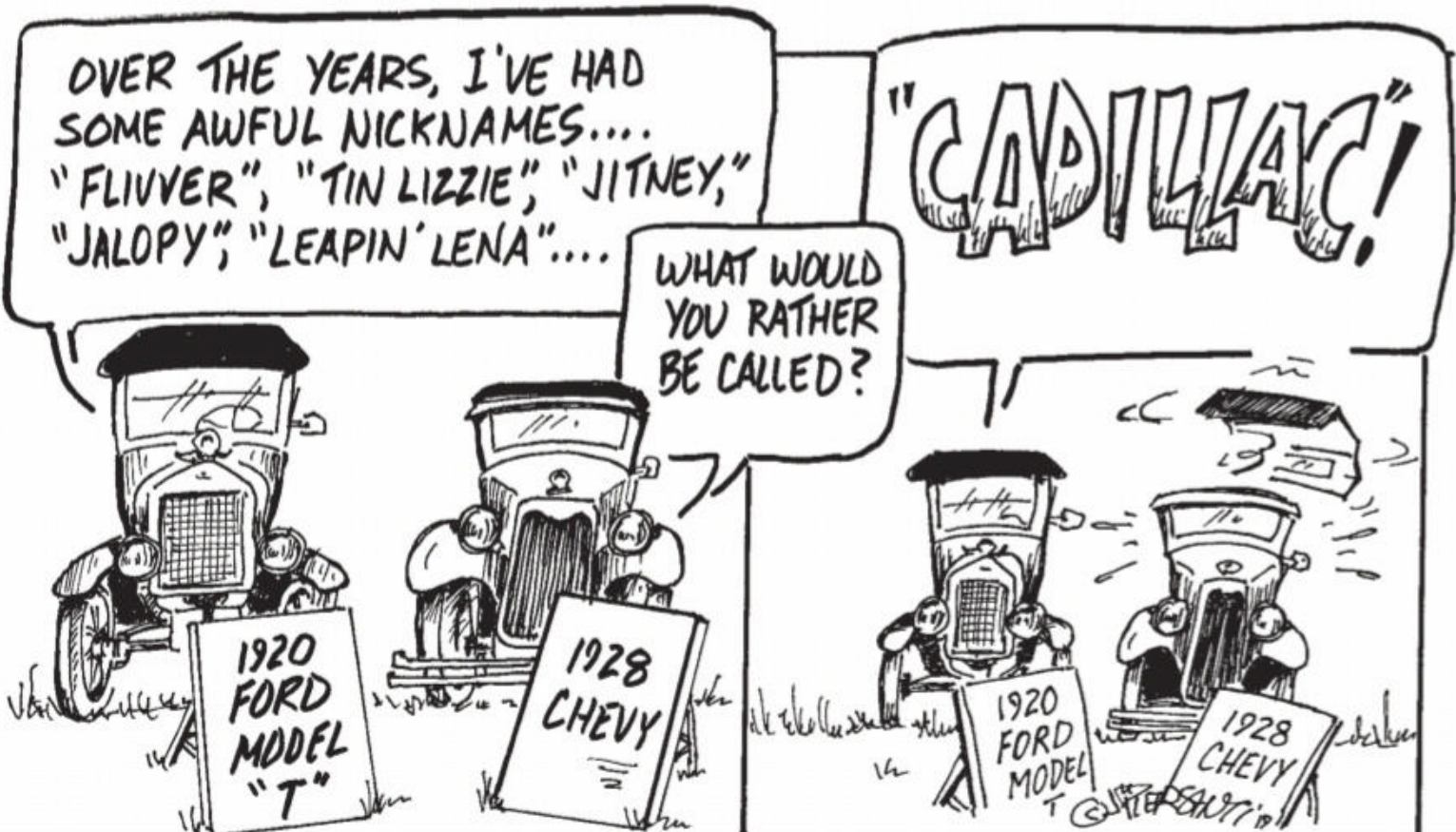
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OWNER: PAUL BIZZLE

Auctioneer's Note: Paul has decided to expand other business ventures and is selling some of his classic vehicles and car parts. He has been a collector for apprx 25 years. Many of the vehicles have been parked for a few years but were running at the time. Some of the vehicles will need to be restored but are 95% complete. Paul has most of the parts for the restorations available and will be sold separately. Years subject to change upon title verification. Follow us on Facebook for updates or visit our website for pictures at www.chuppsauction.com

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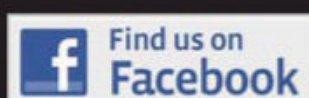
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Sound Your Horn



Racing a '40 Ford against the '51s

Recently, several 1940 Fords were pictured in *Old Cars* and it brought back memories. In 1951, I drove a '39 Ford to Oceanside, Calif., and while there, some Marines stationed at the Pendleton base wanted to drag race on a street by the ocean. They had a new '51 Ford convertible and each time we raced, I beat them. I'll bet they didn't tell that story at the base! Yessir, that Ford would run, and it was just stock!

Melvin Hollinger, via email

Don't stop at the Impala SS

I had special reason to appreciate Brian Earnest's Aug. 22 survey of potentially classic 1994 cars as someone who previously asserted on *Old Cars*' pages that 1970s autos would become collectible long before the idea enjoyed general hobby acceptance. I, nonetheless, believe he should not have limited himself to the Chevrolet Impala SS, as I can confirm from several unusual experiences that it's a blast to drive any full-size, rear-drive Chevrolet Caprice, Buick Roadmaster or Cadillac Fleetwood that was fitted with the Corvette-derived, 260-hp LT1 V-8 during the 1994-'96 model years.

My first exposure to this powertrain's entertainment potential was the International Motor Press Association's Oct. 2, 1992, Test Day at Pennsylvania's Pocono Raceway. There, GM invited journalists to try out a one-off Buick Roadmaster sedan sporting nostalgic 1971-'73 Centurion badging and a 5.7-liter Corvette V-8 making 292 horses thanks to minimally restrictive exhaust.

Though I also got to lap the track in a V-10 Dodge Viper that day, that big, brash engineering Roadmaster "mule" was my favorite drive of the event by far; "Should it enter produc-

tion, every police chief in America will want one," I declared in my December 1992 auto column for the suburban New York women's newspaper where I'd also met my future wife, Lisa, a few months earlier.

Though there's little doubt GM eventually crushed that lovely Centurion for liability reasons, I remain grateful I didn't have to wait too long to experience a production Roadmaster with LT-1 power during press days at the January 1994 Detroit auto show (credentialed journalists could conveniently sign out test cars). Since it was still a delightfully fast car despite the engine's detuning to 260 hp, my only real disappointment was the 1994 Roadmaster's instrument display deleted the tachometer found on 1991-'93 models. Interior space with this platform was great from the get-go with an interior so wide the door armrests were superfluous; the dash top was so deep you could slide pizza pies beneath the windshield and warm them with the defroster!

My Ultimate LT-1 experience, nonetheless, took place during the two weeks I spent in Lima, Ohio, on a February 1994 job writing owners' manuals for S&S and Superior funeral vehicles. My highway tests of various company hearses confirmed this engine was a "mover," even in a heavy, top-of-the-line S&S Cadillac Masterpiece on an extended wheelbase and with a regally tall but hardly aerodynamic "commercial glass" roofline. The real kicker, however, were my drives between factory buildings using Fleetwood B9Q package "coachbuilder" sedans shipped from Cadillac without ABS, traction control, rear doors, trunk lids or glass and interior fittings aft of the front seat; it goes without saying that nothing with an LT-1 excepting a Corvette was faster until these cars were locked in a framing jig and transformed into hearses!

Gregg D. Merksamer, Warwick, N.Y.

Reader Wheels



A white-and-gold 1956 Plymouth Fury is a show-stopper wherever it goes. This beautiful hardtop coupe belongs to Earl Floyd of Battle Ground, Wash. The performance-based Fury had full-length sweep spears of gold-anodized aluminum on each side. The grille and unique wheel covers were also trimmed in anodized gold.

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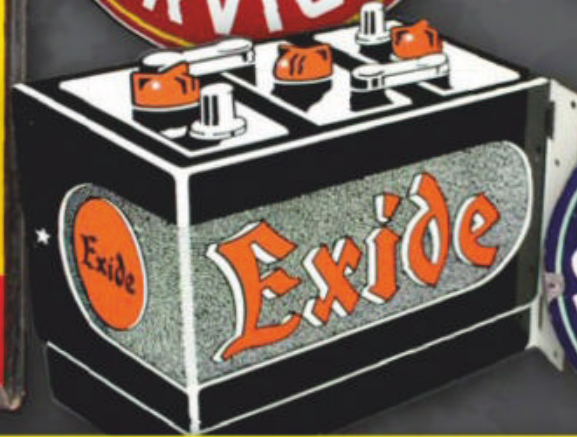
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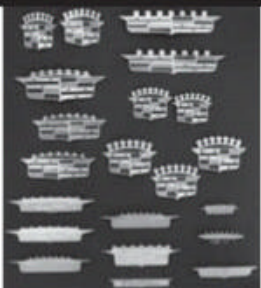
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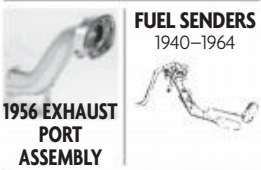
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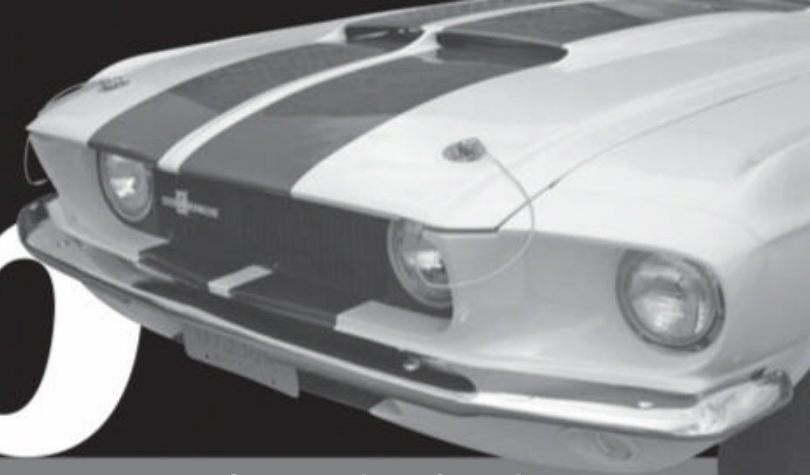
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Auto Reference Collection goes to Simeone, AACA

PHILADELPHIA _ The Free Library of Philadelphia has announced it will sell its huge Automobile Reference Collection to the Simeone Foundation Automotive Museum in Southwest Philadelphia and the Antique Automobile Club of America Library in Hershey.

The reference material will now be called the Thomas McKean Collection, named after the collector of auto manuals and ephemera who started the collection that now numbers more than 100,000 items. The collection consists of photos, technical bulletins, thousands of owner's manuals, books and many other items.

The Automobile Reference Collection was given to the Free Library in 1949 by McKean, who was one of the founders of the AACA. The materials will be handed over some time in early 2020. The Simeone and AACA will share responsibility for the material.

Florida Winter AutoFest to include 'Mopar Madness'

LAKELAND, Fla. _ Carlisle Events plans to un-

HOW MUCH FOR THE 'BULLITT' MUSTANG?



Mecum photo

After more than 40 years spent so well hidden that most believed it had been destroyed, the hero car from the Warner Bros. movie "Bullitt" reemerged in January 2018 at the North American International Auto Show in Detroit, and it's now slated to cross the Mecum Auctions block in Kissimmee, Fla., Jan. 2-12. The original Highland Green 1968 Mustang GT was driven by Steve McQueen at dangerously high speeds through the busy streets of San Francisco as the hero car in one of his most memorable motion pictures. It will likely become one of the most valuable American-made collector cars ever sold at auction. After the filming of "Bullitt" concluded, this car was sold to a private buyer and was thought lost to history until its unveiling for the 50th anniversary of "Bullitt" just last year.

Weathered Wheels

Old Cars contributor Gregg D. Merksamer had to stand in the snow to get a photo of this chilly 1972 Mercury Marquis. The big sedan, which looks to be in pretty nice shape, was resting in a yard a while back near Perry Center, N.Y. Under that ample hood is likely either an optional 460-cid V-8 with 224 hp, or a base 429 with 208 hp.



The Scoop

veil MoPar Madness at its next Winter AutoFest at the SUN 'n FUN Expo Campus Feb. 21-23. Details are still being ironed out, but Lou Santiago, of Car Fix on the Motor Trend channel, is slated to appear. MoPars will be part of the 1970/50-year showcase and Santiago, as well as others specific to the hobby, will talk with guests about their beloved rides. Parts shopping will also be part of the display, and Carlisle Events is now accepting vendor registration.

Complete event details, including links to register, can be found at www.CarlisleEvents.com via the Winter AutoFest Lakeland page or by calling 717-243-7855.

Rambler Gallery reopens after flood

KENOSHA, Wis. _ After being closed for two months, the Rambler Gallery at the Kenosha History Center has reopened. The facility had been closed due to flood damage following torrential rains. The museum will also unveil two new exhibits: the AMC Design Studio and Kenosha Engine, and a new set of cars.

The new "AMC Design Studio" features two clay concept models by a team of former AMC designers including Vince Geraci, Frank Pascoe, Bob Bristow and the late Keith Goodnough. The "Kenosha Engine" exhibit examines the impact of engine manufacturing in Kenosha from Jeffery to Chrysler. Rare Kenosha vehicles include a Nash pickup and a one-of-a-kind 1972 Gremlin "Voyageur." For information, www.kenoshahistorycenter.org.

Couple steals big to fund car collection

PITTSBURGH _ A Pittsburgh area couple allegedly bilked a construction company out of millions of dollars, in

part to fund their own classic car collection. According to a story in the *Pittsburgh Post-Gazette*, 55-year-old Sue O'Neill and her unnamed partner set up their own company and took Marco Contractors for \$8.7 million. They used money to buy cars that included a 1978 Chevy Corvette, 1966 Pontiac GTO, 1953 Mercury Monterey and 1969 Ford Mustang, according to the *Post-Gazette* story.

O'Neill, who pled guilty and was ordered to pay restitution and \$428,710 in back taxes and fines, faces up to 20 years in prison. Sentencing is set for spring.

Ford GT at center of scam

YPSILANTI, Mich. _ Michigan police have arrested a man they believe has scammed car dealerships out of \$250,000 for a 2005 Ford GT he sold but never delivered.

According to a story on www.clickondetroit.com, Dennis Ray Tuttle found buyers for the GT, collected money for the sale of the vehicle, then disappeared. One of those victims was Rick Fisher, owner of Fisher Honda in Ypsilanti. He reportedly paid Tuttle for the GT more than three years ago and never received the car.

Tuttle also has warrants out in Nevada and cases against him in Florida. Tuttle had been in jail in Indiana and was extradited to Michigan. His bond was set at \$200,000 and Tuttle was scheduled to be back in court Dec. 19.

OC

Share your news

If you have old car hobby news to share,
e-mail us at oldcars@krause.com

Wreck of the Week



A late-1950s Citroen DS19 four-door sedan definitely got the worst of this fender bender. It couldn't get stopped before hitting the tail-fin end of 1956 Chevrolet Two-Ten station wagon. Rodman Bingham of Menlo Park, Calif., photographed the scene on Sept. 9, 1961.

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Reader Photo



Joe Campbell, of Overland Park, Kan., is trying to figure out the make of his grandfather's truck in this photo. "He was a master carpenter in Independence, Mo., from 1900 through the 1930s and in the teens, Standard Oil had a very large refinery 4 miles from his house so the body on the truck might not be the original," Campbell says. "I understand that the refinery might have used Corbitt trucks for transporting the refined product. I think the truck could be a 1915 Corbitt based on the three indentations on the side of the radiator. Any help you could give me would be appreciated." Readers, if you have a guess, email us at Oldcars@aimmedia.com.





Packard, Brass magazines offer appealing packages

What are the important features of a club publication? Versatility, design, interesting content and service to the club top the list. Here are two examples:

Pelican Papers, the quarterly newsletter of **North Atlantic Packards** (region of **Packard Automobile Classics**) in the second quarter of 2019 provided a dozen pages packed with reader benefits. An activity schedule for the year, plus contact information on club officials, led the way in communications. Coverage of the club's dust-off tour came next with touches of color pictures. Several pages of membership information followed (names, addresses, phone numbers, emails and car ownership). More club events and a member salute followed. Resources for old cars also appeared.



Another notable publication issued in July is *The Brass Lamp* from the **Horseless Carriage Club of Missouri, Inc.**, based in St. Louis (www.hccmo.com). This club, 75 years strong, is associated with the HCC of America. Over the issue's 24 pages are a plethora of good content including the lead article by Jim Schild, respected author of prewar and postwar books, writing this time on "The Cars were the Stars" (dealing with cars that appeared in motion pictures in the 1930s). Next comes an auction report on a recently passed member's car collection. What some regional publications miss is a technical article, but this issue breaks that

trend with several pages of tips on torque used for bolts and nuts. Seems like a simple subject, but highly important in proper restoration. Hyping the blend of articles is coverage of a show held by the club at a local transportation museum with the inclusion of local TV personalities. More technical details followed in Larry Hassel's article on hobby endeavors from slot cars to old electric cars and beyond, concluding with, "My Model T putts along with the sweetest chatter," but when it comes to quiet running of an electric Tesla, "silence may be golden...ushering in a new age."

How does your club's publication stand? One way to help your editor is to submit interesting and informative articles. Afraid to do that? Then at least offer to be interviewed by your editor for a special story. If you have old family photos showing old cars in your lineage, offer to have those scanned and provide caption information. If you are willing and capable of writing an article, now is the time to step forward.

Help make your club's publication strong!

OC

North Atlantic Packards
J. Drusilla Carter, editor
13 Falknor Dr.
Manchester, CT 06040

Horseless Carriage Club of Missouri, Inc.
M. Larry Hassel, editor
646 Woodhill Estates Dr.
Ellisville, MO 63021

VINTAGE AD OF THE WEEK

By M.J. Frumkin

A holiday advertisement from Dec. 21, 1960, may not contain seasonal artwork, but it was one of several that plugged a Christmas-themed contest at a Midwestern Ford dealership. And although the simple layout didn't offer many particulars, further researched revealed the following details:

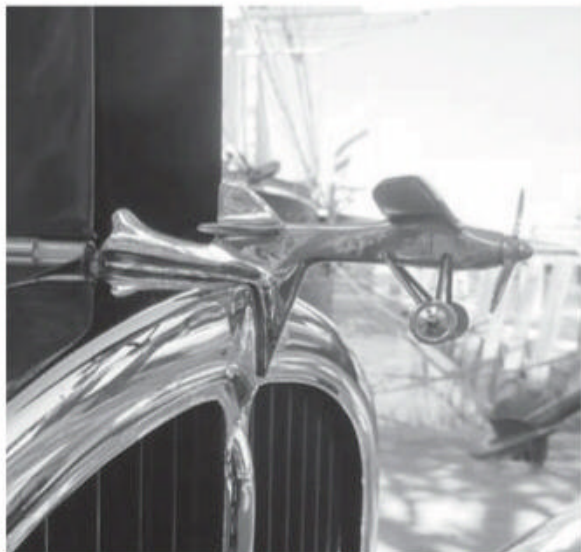
From Dec. 16 through Dec. 23, University Ford in Lawrence, Kan., ran a "test your driving skill" campaign to promote the compact 1961 Falcon. The idea was for drivers to come to that new car showroom where they were handed the keys to a '61 Falcon equipped with a gas mileage tester. Each contestant took the same pre-determined route under normal driving conditions, and all tried to register the topmost gas mileage. The three drivers with the best reports each received a free 10-lb. holiday ham.

One year earlier, University Ford held a similar competition, challenging prospective buyers to compete for top mileage rankings with a specially prepared 1960 Falcon. But this time the contest ran for three weeks, and the top 20 drivers took home Christmas trees. The grand prize winner who tallied the highest mpg won a tree and a free 20-lb. turkey. **OC**





Q. In the Oct. 17, 2019, “Q&A,” Hyman Roth was seeking a radiator cap mascot for his Model A Ford in the form of an airplane with a propeller that would rotate in the wind. I didn’t have a good answer, as the only examples I could find were tin ornaments of questionable quality.



A. Since that was published, I spotted this ornament at a local show on a 1930 Franklin. That reminded me that Franklin introduced a model called “Airman” after Charles Lindbergh’s 1927 recording-breaking solo flight across the Atlantic. Indeed, another look at William Williams’ *Motoring Mascots of the World* took me to an ornament very much like this one, identified as a Ryan monoplane and titled as “Spirit of St. Louis, Franklin 1928, used on open cars.” There is no mention of whether the propeller spins. This car’s “Spirit of St. Louis” does look like a Ryan monoplane but, unlike the Williams example, does not show detail of the radial engine. Furthermore, the owner of the Franklin says the propeller does not rotate (I was not so bold

as to try it myself).

You may notice that it is not a very good radiator cap, since the base of the ornament prevents it from rotating for removal. Of course that’s not a problem on a Franklin, since all Franklins are air-cooled and have no radiator. It’s strictly an ornament. At one point I did find a spinning-propeller airplane ornament on eBay, with a light-up cockpit even, but it has since disappeared, no doubt sold. For long-term use, I would have some concerns about the propeller’s “axle” wearing out, but for a collector car it’s probably a non-issue.

Q. [Regarding Bob Williams’ car trunk (Nov. 7, 2019)], I also have a metal trunk on my 1933 Pontiac Sport Coupe. My car’s trunk box was manufactured by the Watts Morehouse Co. of Jackson, Mich. It has a leather handle on each end and two lockable latches. Its measurements are 40 inches long by 11.5 wide. [It has a Pontiac sticker on the back, which] must have been an add-on.

— Keith Krauss, Fosterdale, N.Y.

A. Your trunk differs from Bob’s in that it has a vertical front side, since on your sport coupe there is no body surface that interferes. It’s interesting that the dimensions are about the same as his, but they match up to the rack on your car, which itself appears like an accessory. Unlike my Hudson, on which the trunk rack mounts directly to the rear frame horns, yours uses the original bumper mount location. The bumper appears to be mounted to the trunk rack.

Larger cars such as Packards and Cadillacs often had much wider trunk racks that could accommodate more

commodious trunks. I think the conclusion we can draw is that many period car trunks were accessories, and thus searching for an “original” or “correct” trunk is an uncharted exercise. As I’ve said before about a number of accessory items, if it fits, your car can wear it (and might well have back in the day).



To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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Auction Tips

Advice for a winning auction experience

BY GERALD PERSCHBACHER, LL.D.

It doesn't matter if you are attending an automobile auction for the Nth time or if it is your first experience, it's good to weigh your options and set your plans.

In the collector vehicle hobby, there are many professionally organized auctions. Some auctions are small in variety, others are more abundant in scope, and a handful are international in expanse. All have a depth of makes and models crossing the auction block. The following insights and tips can work in any live setting from rural to big city, regardless of size.

1. Establish Your Choice(s)

Step One is to *know* what you really want before the sale. Check the listing of cars. If a listing is not available online and you haven't received a catalog or flyer with a list, contact the auction company. You need not tip your hand on a specific make, year or model at this point. Be generic and inclusive, as a good shopper, because you do not



Viewing cars outdoors in good weather presents natural lighting for potential buyers.

want to exclude any of the cars. That's because you may have a strong interest in a particular vehicle, but find out in the course of the auction that an even more suitable car is up for grabs. In effect, eye the one you want most of all, but select substitutes to study and examine before the "Time of the Gavel" comes.

Here is an example: A 1955 Thunderbird is the car you really want. Still, you may want to watch for a 1956 or 1957 version, just in case. It may turn out that the 1955 you spied is filled with inaccuracies and potential problems, but the 1957 coming up at the same auction is in exactly the condition that you desire. Somewhat similar could be your desire for a Full Classic Pierce-Arrow from the 1930s, but when you find a Full Classic Packard from the same era, you may soon realize it is the era of styling that drew your attention more than anything. Another example can be made of a Packard One-Twenty from 1937 versus a Super Eight model. The first is not a CCCA Full Classic, the latter is. But if the One-Twenty is downright outstanding in all features and condition, it may be more to your liking in the long run rather than a cost-gobbling "senior Packard" in need of much work.

Part of establishing your choices is to realize you are only out for a car versus other items up for sale. Or perhaps you wish to keep an open mind to consider automobiles or even

fixtures/furniture/display cabinets that may come under the gavel. Some fine bargains may be obtained in these latter types if you know what you want, study the items and budget accordingly.

2. Establish Your Payment

As you register for the auction, understand all the steps you must take with the auction company beforehand for settlement. Ask about time options for removal and shipping of a car, unless you brought your own trailer to the event.

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It is best for potential buyers to be close to the auction podium when their desired lot crosses the block.

3. Study and Investigate

This important step means studying the strengths and weaknesses of a select car. If your choice is a car loaded with hydraulic options (such as a late-1940s luxury car with power windows, top and other accessories that became antiquated by the mid-1950s), then study the repair and replacement options for those extras. If your findings unearth costly hindrances or headaches of ownership, such as body rust caused by leaking hydraulic fluid, then go to the next generation of improvements, such as electric-motored power windows.

Talk with owners of the type of car you want. Ask them the benefits and drawbacks (if any). Check hobby publications and books on your model of choice. Send emails or make phone calls to experts or current owners listed in national club rosters and investigate.

By the time you attend an auction, you should have a tip sheet of things to examine on the car. Your study and investigation can serve good purpose at this point. Live auctions usually have the cars available for casual observation prior to the opening bid. Make good use of that opportunity. Single out the cars that grab your interest. Bring a “mirror on a stick” plus a flashlight to see all the parts you want. Take notes! Watch for fresh leaks, stains and blemishes. Examine interiors. Authenticity is a growing subject among collectors, so be exacting in that regard. The condition of a seemingly ancient, unrestored car is important, but there are waivers on some mild imperfections if the overall condition is admirable. Watch for incomplete or poor repairs to interior and exterior. Even over-restoration in one area of the car may draw your eyes away from other less-done areas.

4. Set Your Limit

Know your cash limit, realizing taxes for the purchase and fees for successful bidders. Your spending limit may have a hard limit or a soft one, but still be wary. If you bid and win more than a single item, make more notes and a quick tally as you go along.

5. Get to the Auction

Arrive well before starting time. Converse with the auctioneer or spotters as you choose your place. If seating is provided, sit in a location that places you in easy view of the auctioneer or a spotter. Some bidders like making a low bid a couple times on various offerings before the item of choice surfaces. They believe this puts them on the scope of the auction house. Serious bidders tend to sit near the front of a crowd. This enhances their view of cars crossing the block and may provide more thrills during the auction experience.

6. Be Vigilant

Yes, be vigilant and, if possible, have a relative or close friend sit by your side for advice. A car can be sold in less than a minute or two, so be at your sharpest — yet realize your limits. Don’t be carried away by extremes. Preparing yourself is truly a must for a positive experience — and auction win.

OC

A 1911 Oldsmobile Autocrat in marvelous condition added surprise at the fall 2019 RM Auctions Hershey sale.



What **NOT** to do at an auction

- 1) Don't sit behind people much taller than you or those with large cowboy hats. Don't be the guy in the front row with a large cowboy hat, either.
- 2) Don't hold a conversation while bidding, or keep asking, "What did they say?"
- 3) Don't talk on your cell phone in the bidding area.
- 4) Don't doze off (if you do, don't snore).
- 5) Don't be distracted (watch for who's with whom, whisper often and watch for Jay Leno).
- 6) Don't eat sloppy food, crunch food loudly, choose snacks loaded with onions and garlic.
- 7) Don't sit far from a rest room and not know where it is.
- 8) Don't wave at friends — the auctioneer may take your gesture as a bid.
- 9) Don't let your mind wander while awaiting your special item.
- 10) Don't comment loudly on each bid.
- 11) Don't be too serious — have fun!
- 12) Don't flex your financial muscle by overbidding with regularity.
- 13) Don't place ridiculously low opening bids.
- 14) Don't suddenly be awoken by the auctioneer declaring "Sold!" when you were not even bidding.



Some auctions concentrate on select decades, but most will have prewar and postwar cars.

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Star Car Dollars

How celebrity ownership can add value to old cars, trucks

BY JOHN GUNNELL

With the big January auctions marking the start of the old-car hobby in 2020, it's interesting to consider how celebrity ownership affects the value of a collector vehicle. This question arose when we assessed a 1949 Buick that had been owned by Green Bay Packer football star Reggie White. The Buick Super Sedanet was on display at Greg's Speed Shop (www.gregsspeedshopllc.com) in Waupaca, Wis., so we'll use it as an example for the purposes of this article.

Famous Football Player's Buick

Reggie White was born in Chattanooga, Tenn., on Dec. 19, 1961, and died in Cornelius, N.C., on Dec. 26, 2004, at age 43. White played for the Memphis Showboats (1984-1985); Philadelphia Eagles (1985-1992); Green Bay Packers (1993-1998); and Carolina Panthers (2000).

White signed with the Green Bay Packers in 1993 and agreed to terms on a four-year contract worth \$17 million. He played for the team for six seasons, recording 68.5 sacks to become, at the time, the Packers' all-time leader in

sacks. White was also valued for his role as a team leader. He helped the Packers win the 1996 Super Bowl with a game-ending sack in Super Bowl XXXI. That victory was the only championship White ever had at any level. In 1998, White was named the NFL Defensive Player of the Year.

Buick's Current Caretaker

Tom Kujava, who owns the Buick today, helped Reggie White with his collector cars. Kujava had heard about the Buick and told White he'd like to see the car, which was kept by an uncle in Tennessee. One day, White asked if Kujava would go with him to retrieve the car from Tennessee. Before they left, White said he had a speaking engagement in Florida and couldn't make the trip. He then told Kujava he was giving him the car, because he knew it would finally have a good home.

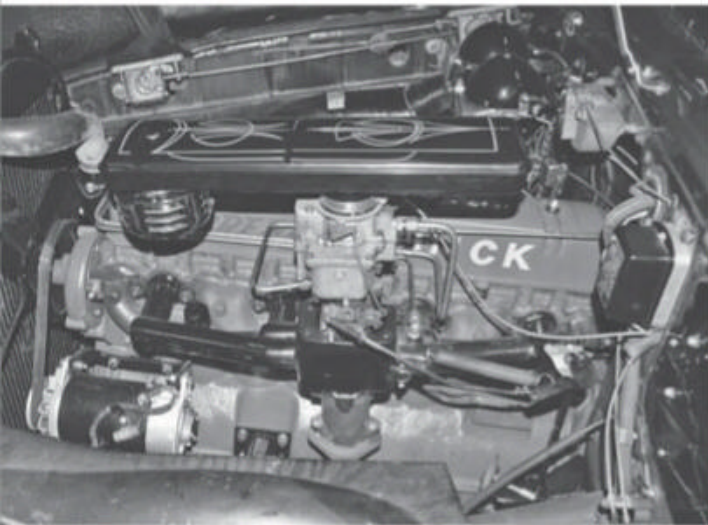
Kujava has lived up to the role of taking care of the car and has shown it at Lambeau Field parked between statues of Curly Lambeau and Vince Lombardi. He says that the shiny Buick draws attention like "honey draws bees." According

to Kujava, the car's front suspension was "cut" for a subframe upon which a Mustang II-type suspension was fitted. It also has new non-factory paint, red pin stripes and a few other minor modifications. However, the engine is still a Buick "Fireball Eight" (overhead-valve straight-eight) and the transmission is the car's original Dynaflow Drive.

A Bit About '49 Buicks

The 1949 Buick Super shared a new GM C-Series body with the Roadmaster, but had a shorter wheelbase than the Roadmaster. Features and benefits of 1949 Buicks pushed by the automaker included Dynaflow Drive (the optional automatic transmission); Cruiser-Line Venti-Ports; Full-View vision; "Living Sofa" interiors; Fireball Eight power; Self-Setting valve lifters; Poised engine mounting; Quadruple Coil Springing; Ride-Steadying torque tube drive; Safety Ride wheel rims; Sound Softer top linings; Load-Rite balance; Perma-Firm steering; Silent Tone body mounting; and Flex Fit oil rings.

Fastback Sedanet styling was seen on two-door coupes. "Here the long,



OPPOSITE: Football player Reggie White gave this 1949 Buick to Tom Kajuva.

ABOVE: The Buick is modified, but retains its original engine and transmission.

sweeping lines of the Coupe hide the surprising roominess that highlights Buick for '49," said the year's sales catalog. "Swing those wide doors open — step in and stretch out in comfort that most sedans can't match."

Supers featured three chrome Venti-Ports on each front fender. A "Super" script was found just above the full-length body side molding on the front fenders. New fender-edge taillamps were featured along with fender skirts. New fender-top parking lamps appeared. Full wheel trim discs were standard along with such features as a cigar lighter, an ashtray and an automatic choke. Cloth interiors were standard in closed cars.

Super interior fabrics were plusher than those found in Specials, with a Custom trim option offered. A new instrument panel was used. It continued the previous Buick motif with a centered radio grille flanked by operational switches. The windshield panels were curved, but still had a center division bar. A swiveling radio antenna, unique to Buicks, was mounted above the center bar.

Non-Celebrity Value

Old Cars' 2020 "Collector Car Price Guide" book estimates that an original 1949 Buick Super Sedanet would be worth \$26,950 in No. 2 (fine) condition and \$38,000 in No. 1 (excellent) condition. The condition of Reggie White's former Buick fits between these two brackets. But, as we noted, it has modifications and upgrades that could affect its non-celebrity value. With a bit of research, we discovered that cars such as this modified example had been offered in 24 auctions held between 2001 and 2018. The average sale price in these

auctions was \$41,447. The lowest auction price was \$4,000 (presumably for a rough car) and the highest auction price was \$74,000.

Further research indicated that a customized 1949 Buick Super Sedanet had been sold for \$89,000 Australian dollars at the Shannons Sydney Winter Classic Sale in Sydney, Australia, in 2016. That came to \$67,403 U.S. dollars at the time of the sale. This may or may not be the \$74,000 auction sale mentioned above, but we think it is, with the auction company's premiums and fees accounting for the \$7,000 difference.

The Celebrity Value Factor

Experts consulted about this car had different views on the importance of Reggie White being the car's previous owner, since White is not as well-known outside Wisconsin as he is within the Badger State. Richie Clyne of Clyne's Classic Cars in Las Vegas (and former manager of the Imperial Palace Auto Collection), felt White's celebrity ownership was worth a 15 percent premium. So, if top dollar on a modified '49 Buick Sedanet is \$67,403, a 15 percent addition would bring the estimated price to \$77,513. However, Jay Grams of the Volo Auto Museum (www.volocars.com)

thought the Reggie White car is worth about \$30,000, plus a "little" (perhaps \$5,000) for the Reggie White connection.

Cars owned by Green Bay Packer Bart Starr have been featured at The Automobile Gallery in Green Bay, and the 1967 Bart Starr Corvette brought \$142,500 at Mecum Auctions' Indianapolis sale in 2016. Guides say a similar 1967 Corvette is worth \$86,400. Bart Starr is somewhat more famous than Reggie White and the Bart Starr car was a Most Valuable Player gift at the first Super Bowl, two facts that make it extra special. But if the Bart Starr car warrants a 65 percent celebrity premium, it's reasonable to think that the Reggie White car warrants a 15 percent premium. So, simply stated, the premium that celebrity ownership adds to a car's value increases according to a celebrity's level of popularity.

Tommy Kujava has been offered a high price for the Buick, but decided he wasn't going to sell it because Reggie White loved the car and wanted Kujava to have it and take care of it. Kujava does not know the history of the car before Reggie White purchased it, but he would certainly be interested in hearing from anyone familiar with the Buick. **OC**

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HOT RODS @ SEMA

United Pacific Industries displayed this slammed and tubbed Chevy C-10 powered by a Cummins R 2.8 four-cylinder Turbodiesel with 161 bhp and 310 lbs.-ft. of torque. The truck was built by Kyle Oxberger of Metalox Fab and Johny Gonzales of Johny's Garage.

I just returned from four fun-filled days at the giant SEMA (Specialty Equipment Market Association) Show in Las Vegas. It's an annual event for me. More than 175,000 people attended and there were some 1500 cars, trucks and SUVs on display. The SEMA Show is simply enormous, and traversing the show will test your powers of endurance. I walked nearly six miles each day and I still didn't see it all.

Just as a reminder, SEMA was initially called the Speed Equipment Manufacturer's Association when it began in 1963. The name was changed as the group's membership broadened from less than 20 founders with names such as Vic Edelbrock, Sr., Phil Weiland and Ed Iskenderian. It has now has 6300 members spanning the entire automotive parts and accessories industry. The SEMA Show is not open to the general public — you have to be part of the industry in some fashion in order to snag a coveted pass (or be an automotive writer).

During the SEMA Show, exhibitors from dozens of countries overflow the huge Las Vegas Convention Center and

spread to adjacent parking lots for half a mile in almost every direction. The SEMA Show (or simply "SEMA") is like a Nevada State Fair on wheels where professional builders and OEMs vie with small manufacturers and talented backyard hot rodders to showcase parts and projects. My favorite section is "Hot Rod Alley" in the Center Hall. There are *beaucoup* wheel, tire, accessory, tool, truck and off-road companies, but this column will focus on the hot rods there.

SEMA starts with a laugh

SEMA opens with an annual New Products Breakfast with more than 2000 attendees. Jay Leno was the featured speaker this year. However, Jay wanted to have a conversation instead of speak, so I was tapped to interview him on stage and we bantered about the show. Of course, the SEMA PR folk wanted Jay to answer serious questions and rewrote our initial list. That didn't stop Jay from being funny (nothing does). He quipped that the first SEMA Show he attended had only one vendor. He joked that it was J.C. Whitney, and said they offered a lot of phoney



high-gas-mileage gadgets for sale. That brought a big laugh, of course.

The Customs & Rods of SEMA

Back to the show, where my shopping “technique” is similar to what I do at Fall Hershey. I methodically trudge the aisles from one end of the vast halls to the other, looking for anything hot rod-related. This year, I didn’t have to go far.

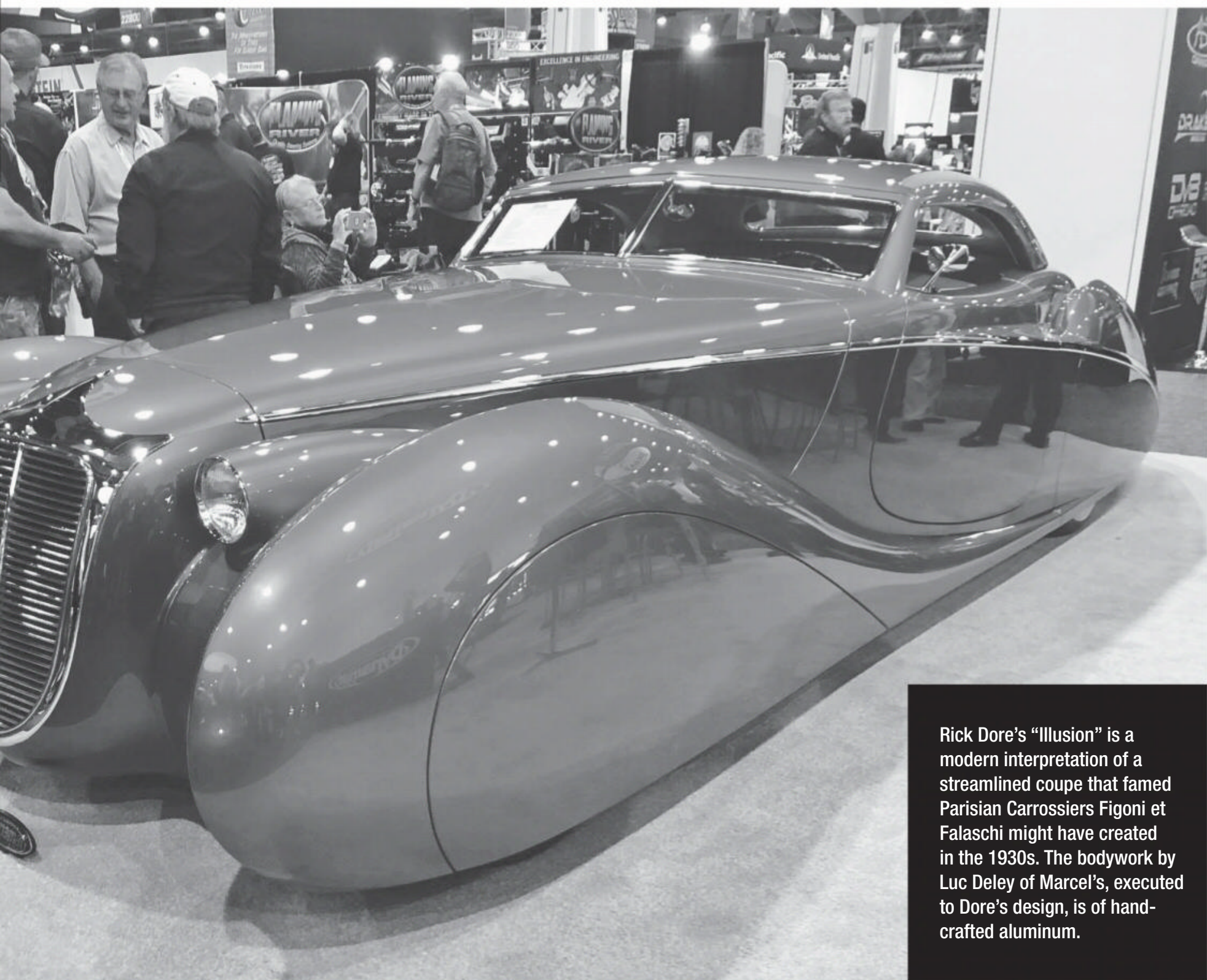
Rick Dore’s “Illusion” starred on the Dynamat stand. Scott Whittaker, who owns Dynamat, likes to have an interesting car or two on his stand to attract showgoers. Dore’s “Illusion” is not your average custom. It’s a modern interpretation of a sensuously streamlined coupe that famed Parisian *carrossiers* Giuseppe Figoni and Ovidio Falaschi

might have built. The bodywork by Luc Deley of Marcel’s, executed to a Dore design, is made of carefully handcrafted aluminum. The sleek coachwork flows elegantly rearward, the hidden wheels are fully skirted front and rear, and a low windscreen and curved hardtop embellish its streamlined appearance. Finished in gleaming burnished copper, this elegant car attracted continuous crowds.

ICON’s Jonathan Ward resto-modded and updated Toyota Land Cruisers at first, and then began his acclaimed “Derelict” series with heavily patinated ’50 cars packing all manner of modern upgrades. Ward’s shabby-looking but trendsetting ’54 Powermaster De Soto station wagon, powered by a new Chrysler Hemi, appeared on the cover of *Hot Rod* a few years ago. Since then, he’s

built at least one “new” car annually to debut at SEMA. Last year, his technical tour de force was a ’49 Mercury coupe with a complete Tesla all-electric driveline.

This year he brought a weary-looking, faded-black ’49 Hudson Hornet coupe with a 638-bhp, 6.2-liter, supercharged LS9 and an ARE dry-sump oiling system (with the oil tank in the trunk). It was backed by a 4L85-E four-speed automatic under its body. The Hornet was seriously lowered on a modified Art Morrison chassis with four-wheel ICON Brembo disc brakes. The 18-inch forged billet alloy wheels resembled Hudson steelies, but were modern reinterpretations. Discovered in North Carolina, the Hudson was reimagined for the 21st Century with a

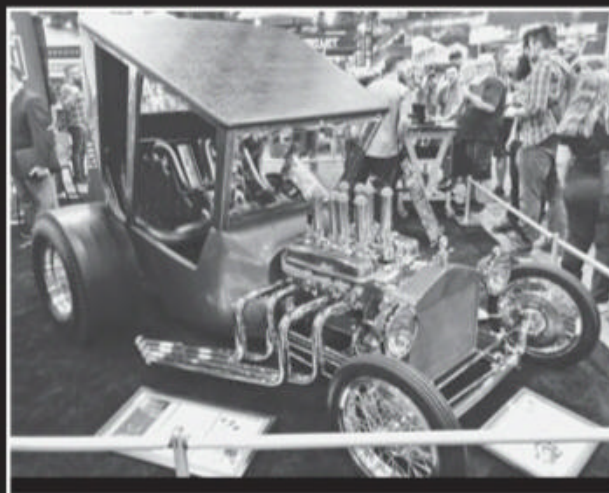


Rick Dore’s “Illusion” is a modern interpretation of a streamlined coupe that famed Parisian Carrossiers Figoni et Falaschi might have created in the 1930s. The bodywork by Luc Deley of Marcel’s, executed to Dore’s design, is of hand-crafted aluminum.



ABOVE: Rick Dore's "Illusion" looks even better from behind.

RIGHT: The radical Uncertain-T was initially built by Steve Scott and featured in *Car Craft* in 1965. It's been gone for decades, so Martin and Marion Bennett, from Cambridge, New Zealand built a perfect clone. Its radically tilted body is made from plywood and fiberglass, like the original.



LEFT: In a departure from his usual cars, Chip Foose's 1974 E-Type Jaguar sported radically reshaped front and rear fenders. Its hood and decklid were restyled, a low custom windshield was fitted, and unique Foose-design billet spoke wheels rounded everything off.

BELOW: Troy Trepanier offered up a finny '59 Cadillac hardtop, tastefully lowered and slightly de-chromed. Under the hood was a totally modern LS V-8.



hand-dyed alligator leather interior. It looked menacing, but with a hand-me-down aura that was belied by its wide tires and lowered stance. I've always been a Hudson nut. I loved it.

Once again, old trucks were everywhere at SEMA, principally Fords and Chevys, with the occasional vintage RAM or Power Wagon. Trucks are big business for the OEMs, so the increase in truck traffic at SEMA reflects this trend. I like old pickups best when they're faded and even rusted, but fitted with modern drivelines.

United Pacific Industries (UPI), which brought us the all-new '32 Ford five-window coupe and the 1932-'34 pickup cab bodies, showed a custom Chevy C-10 with a Cummins Turbodiesel. Slammed and tubbed, with hydraulics to nestle it in the weeds, it was just one of many custom C-10s on the floor. UPI offers all manner of '50s-to-'60s Chevy and GMC pickup truck parts crafted in heavier gauge steel than the originals.

Jay Leno was on the Ford stand to introduce his latest, a just-built '68 Bronco with the 760-bhp supercharged V-8 from a new 2020 Shelby Mustang GT-500. Jay likes manual transmissions, so he put a Tremec five-speed stick in this overpowered trucklet. As Jay said, this much power in a short-wheelbase 4x4 — with its too-tall ride height — is arguably pretty lethal, but he can't wait to cruise in it. The color? "Tonight Show Blue," of course.

Troy Trepanier and Chip Foose, two of the leading hot rodding innovators, presented their latest efforts. Troy offered a '59 Cadillac hardtop tastefully lowered and slightly de-chromed. Chip had a fully customized, updated and up-rated 1974 Jaguar E-Type roadster on the Glasurit stand. Troy's Cadillac appeared to have very little done in the way of alterations, relying on its inherently long and low lines for visual appeal. Foose's Jaguar, in contrast, had reshaped front and rear fenders, its hood and decklid were restyled, a low custom windshield was fitted and unique Foose-designed billet spoke wheels rounded things off. Both cars were visually stunning, as you'd expect from two top builders who've won countless awards.

On the edgier side, Sean Puz of Bad Ass Rat Rods showed a radical chopped-and-channeled '36 Packard sedan called "Il Capo" that had been tweaked and modified out of all its originality to resemble a rambling wreck of a rat rod. Sean and his wife drove this bare metal monstrosity some 1000 miles to SEMA. That had to have been interesting, as the car has a seriously modified LSX V-8 engine topped with an 8-71-blower and it sports a low and cramped cockpit. It looked like the kind of car cops would routinely stop because there had to be something illegal about it, but Sean said they were not detained en route.

There were plenty of '32 Fords. Brookville Roadster, which manufactures steel Model A Ford and '32 Ford roadster and three-window coupe bodies, showed a '32 Ford three-window with a four-cylinder Cummins turbo-diesel. It's not a pretty engine, but it probably makes enough torque to pull down a wall. And Barrett-Jackson had the 2011 Squeeg's Customs' 2011 AMBR-winning 427 Windsor-powered '34 Ford roadster on its stand, a car to be offered at no reserve in Scottsdale in 2020.

For me, the hit of the show was the "re-appearance"

of the Uncertain-T, a long lost Model T “Phone Booth” coupe with a wicked body rake. Uncertain-T was initially built by Steve Scott and featured in *Car Craft* during 1965. It’s been gone for decades and was featured in Pat Ganahl’s book “Lost Hot Rods.” With that in mind, Martin and Marion Bennett, from Cambridge, New Zealand, built a perfect clone of the curious-looking, injected Buick nailhead-powered T. It was complete with a close approximation of Junior Conway’s dazzling Nutmeg metalflake finish. The radically tilted body is made from plywood and fiberglass, just like the original. Crowds flocked to photo it — perhaps the real one will come out of hiding now.

There were probably fewer traditional hot rods this year, but interest in ’60s muscle cars and late-model custom rods make up for it. If you want a repro Mustang or Camaro steel body, there are lots of vendors, or you can buy a complete turnkey car that’s brand new and arguably better built than an original. Crate motors abound, and if stock Detroit iron can pack 700-plus horsepower, it stands to reason you can buy one of those high-output engines for your project.

Saving the Salt

SEMA supports the ongoing effort to save the Bonneville Salt Flats. What was once 13 miles of racing surface (some 96,000 acres) has shrunk to less than 8 miles and fewer than 30,000 acres due to potash mining and salt erosion. Bonneville has long been the proving ground for speed equipment vendors — it’s been a land-speed racing venue since 1914. SEMA and the Save The Salt Coalition are working with the requisite mining company and Federal Bureau of Land Management to help restore the salt surface. The indefatigable Louise Ann Noeth, who wrote several books about Bonneville racers, had a booth at the show to encourage everyone to help support efforts to bring Bonneville back to its optimal state. If you want to contribute to the 10-Year Plan, visit www.savethesalt.org (it’s a 501 (c) 3 non-profit foundation) and make a donation.

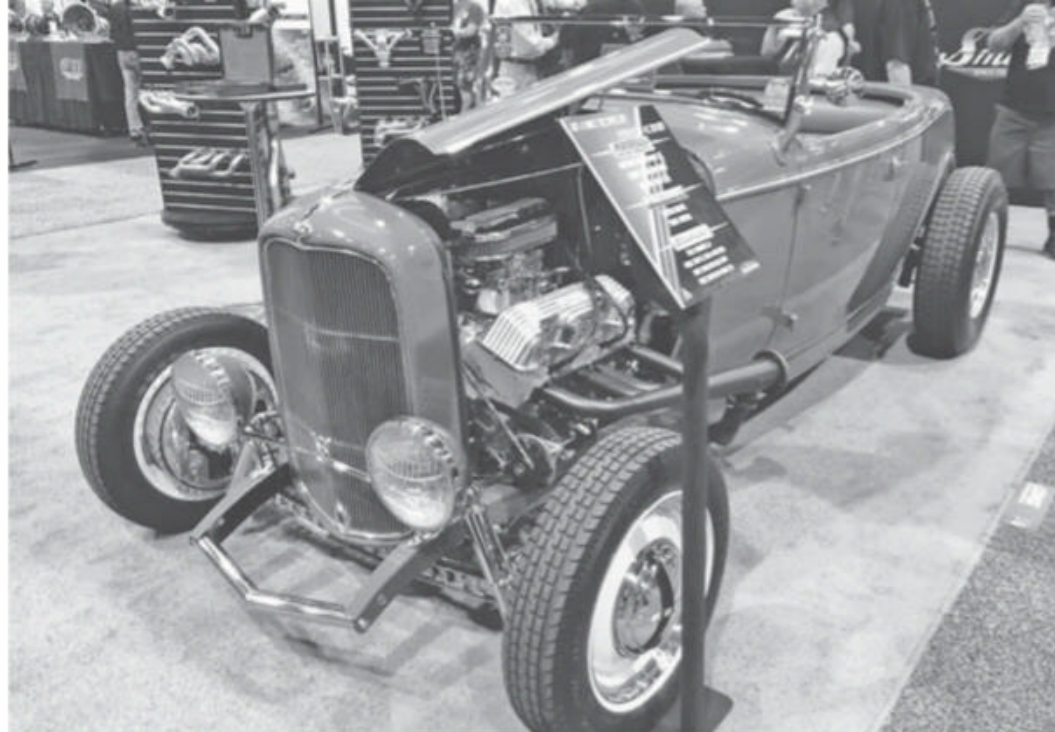
Innovation abounds

There’s no end to innovation at SEMA. Coker tire offers radial tires for Model A Fords that look just like the stock bias-plys. Coker also sells a line of tall-aspect-ratio “Bias-Look” radials that will make a 1930s-’40s Ford or Chevrolet handle like a modern car while retaining the appearance of the original-style rubber. Scat Crankshafts has a stand with its plethora of modern stroker cranks — no need to find a skilled machinist. Milodon displayed a large line of anodized oversized crankcases, but curiously they don’t offer one for Ford flatheads. Edelbrock, an industry pioneer, still has a large display stand.

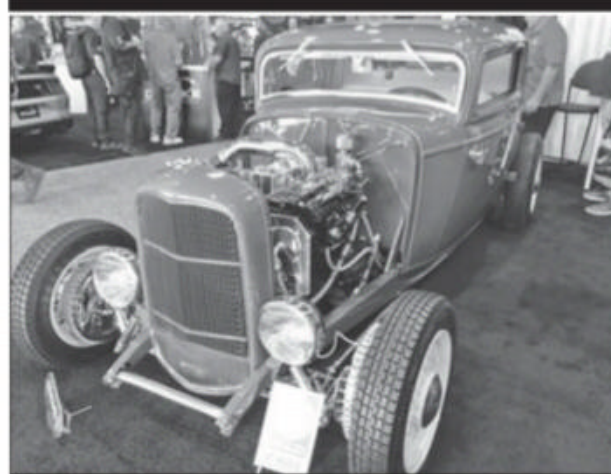
Speaking of pioneers, one of the elements I’ve always liked about SEMA was the opportunity to rub shoulders with hot rodding greats and SEMA Hall of Famers such as Vic Edelbrock, Sr., Blackie Gejeian, Pete Chapouris and other luminaries. Sadly, they are no longer with us but their spirits live on in this immense trade show that seems to be bigger each year.

Regular readers of this column know I’ve been attending the SEMA Show for decades, and I’ll be back next year to tell you all about it.

OC



ABOVE: It doesn’t get any more “hot rod” than this ’32 Ford roadster.



LEFT: Brookville ’32 Ford three-window coupe with Cummins Diesel power.

RIGHT: Broncos are hot and Jay Leno’s 760-hp version isn’t too shabby either.

BELOW: Jonathan Ward from ICON built this faded black ’49 Hudson Hornet coupe with a torrid 638-bhp, 6.2-liter supercharged LS9 and an ARE dry-sump oiling system backed by a 4L85-E 4-speed automatic. It was seriously lowered on a modified Art Morrison chassis with four-wheel ICON Brembo brakes.





What to look for and where to look when vetting a vehicle

10 AREAS *for Trouble*

BY JOHN GUNNELL

Interest rates are falling, gas prices are low and unemployment is at record lows. Therefore, the collector-car market changed. Lower borrowing costs increase purchases. Lower gas prices increase sales of V-16s and big V-8s. Higher employment means more buyers.

As a buyer, a car in like-new condition is what you're looking for, whether the car or truck is "well kept" or restored. You must learn to look past the shiny paint and 10-foot-deep wax and focus on 10 areas that reveal the true condition of the vehicle.

1: Mechanicals

Most cars will start, but they may not be running 10 minutes later. We once bought a car from a man close to home. It didn't make it halfway there without

overheating due to a bad head gasket.

If the car smokes when started, don't accept "All 350s have leaky valve guides." I have seen smoky Chevy engines run fine for months, but wind up having a cracked piston ring. Does the car have an aftermarket electronic ignition? It's true these improve performance, but they can also be used to cloak oil burning and over-rich carburetion.

If you notice such things, check further before buying the car. Check all gauges to make sure that the operating temperature, charging rate and oil pressure are within normal guidelines. Check oil pressure when the car is completely warm, not cold.

Road testing is a must. It will tell you if the transmission shifts smoothly, if the ride and handling characteristics

are up to snuff, if the rear axle is quiet, if the tires track properly, if the brakes function properly, if the convertible top rattles and so on. When you return from a test drive, lift the hood and look for smoke indicating leaky fluids burning off. Before and after a test drive, check underneath for drips or leaks. Make sure that all of the tires are the same size and brand and don't have any obvious uneven wear patterns.

2: Panel Fit

Carefully view all of the "gaps" around door, hood and trunk panels. The panel spacing should be uniform. Unmolested and well-restored cars will have even openings on top, bottom and both sides. Cars that have been poorly repaired will often have poor fit.

3: Look Underneath

Raise the car on a lift and look at the underside of the body panels, or use a telescoping, long-handle mirror. Obvious rust often means that even more is hidden from view. Look for oil thrown on the floorboards and above the rear axle “pumpkin.” Are any fluids running down one of the tires at the bottom? If so, that brake wheel cylinder is leaking.

4: Let There be Light

Different light sources reveal variations in paint quality. We recently had a fellow car club member inspect a car. He went on a sunny day and noticed that the paint on the trunk lid didn’t match the finish on the fenders. “I wouldn’t have seen the difference on a cloudy day,” he said. If possible, examine the car under different light sources. Ideally, inspection would be under different natural light conditions (direct sun and cloud cover) and, if possible, also under artificial light. A high-intensity mini flashlight with spare batteries is a great tool to take along.

5: Bright Idea

Most cars you’ll consider for purchase will have nice shiny chrome, but will it stay that way? Chrome is applied in a series of coatings and there can be faults below the surface. These usually show up on the edges of a piece or on the backside, but there may also be waves or blisters elsewhere. Check the entire piece carefully and use an inspection mirror to view as much as possible of the un-plated side. There may be significant rust on the back of a bumper. If rust is visible here, be aware that it will eventually spread and may reach the plated surface.

6: Interior Motives

Make sure a nice upholstery kit wasn’t fitted to a bad seat. Carefully check the form and shape to see if the springs and padding are taught. Are the seat springs rusty? An inspection mirror will let you view them. Does the seat slide back and forth? Is it comfortable, or are the springs wore out? If you’re after a factory-correct car, make sure the seat type and upholstery match photos of original cars in books or sales literature. An original sales catalog will often

state the available colors, materials and options.

Carpets should fit like a glove and the openings around seat frames, seat belt anchors and door pillars should have clean cuts, often with piping around the opening. Look carefully for moth or age damage. Carpets with such damage may look passable, but will eventually fall apart when they are brushed or vacuumed. Rubber weather stripping keeps out moisture, helps quiet the interior and seals door seams to prevent looseness and rattling. High-quality reproduction weather stripping is available for most cars and good restorers won’t skip replacing bad weather stripping, even if it’s costly. Always check the weather stripping on the doors, trunk, removable hardtop or T-tops.

7: Rust Buster

Metal parts can be corroded. Check the frame cross members carefully, especially the rear cross member on older models. Frame side rails directly under the doors are prone to “tin worm” damage as well.

8: No Shocks, Sherlock

When buying an old car, play Sherlock Holmes. Get out your over-sized magnifying glass and look for anything that isn’t the way it should. Does the windshield have any cracks or chips? Such damage can sometimes be hard to see. Do the rearview mirrors adjust properly? Why is the radiator loose and sitting farther back on one side? Does the radio tune properly? Why doesn’t the glove box door latch properly? How come the gas gauge doesn’t move? Anything that doesn’t look “just right” probably isn’t. If your car has 15,000 parts, there are 15,000 potential questions to ask a seller.

9: Ask Questions

What is the history of the car? Does the owner have old documents and photographs that can be included in the sale? What other components should be part of the deal? The answer to this question is between you and the seller, of course, but remember that there are some items you’re probably going to want, even if they don’t come with the car. Examples include the boot for the convertible top, the storage bag for the T-tops, the owner’s manual, factory or

aftermarket repair manuals, a factory parts book, an extra set of keys and so on. These items are going to cost extra to buy later. The seller may have some of these items and simply didn’t think to offer them with the vehicle. Ask and ye shall receive. Don’t ask and they may go in the waste basket.

10: Pricing and Negotiations

There are used-car and old-car price guides. Realized auction prices are often available online. Check all of those sources closely and you will probably find that many vehicles offered for sale are priced higher than reality, because sellers are trying to sell you something based on a better vehicle having higher value.

Dealers often use disclaimers that say “other factors must be considered when gauging the value of a car.” One dealer lost business when a buyer got values from two sources linked to his own website. His “rock bottom” price was much higher than that shown in one of the recommended guides. He used the “other factors” defense and the potential buyer asked him what factors he was talking about. Was it the patch in the convertible top or the fact that the front and rear tires were of different brands? He wanted a premium price for a car that needed \$1000 worth of work.

Study other vehicles of the same make, model and model year to learn about their quirks and areas with potential issues. Similar vehicles for sale can be found in classified ads. Also look for articles and books on vehicles that you may be interested in. Education is the key to making the right purchase of the right vehicle.

The wind-up

The next time you buy a collector car, keep one rule in mind: You want to take it for a ride, but you don’t want to be taken for a ride. Be fussy, question every flaw you spot and stick to your guns on price. If you’re planning to buy at an auction, there’ll be pressure to make on-the-spot decisions, so order the catalog in advance and select some of the vehicles that interest you. Then, you can determine some of the components you’ll want to inspect, study that vehicle and similar vehicles and check out values in advance.

OC

Parts & Projects

DICK'S AUTO OF MINOT, N.D.

Other than wheels, this 1935 Ford Tudor looks largely intact.



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DAKOTA

BY JERALD BURTMAN

It's probably happened to you before — you and a couple of fellow lugnuts are driving along when someone spots a treasure trove and says, “Hey, that looks like a good junk yard. Let's see what they got!” It happens very much that way with Dick's Auto.

What Dick's Auto has is not a yard of junk but a well-maintained 25 acres of old iron. The quarter-mile drive



A 1950 Buick Riviera, ca.-1950 Mercury coupe and 1939 Ford Tudor look as though they'd make great projects.

from the highway down a winding trail to Dick's Auto is a scenic trip through time. The yard borders the Souris River to the north and U.S. Highways 2 and 52 on the south, half way between Minot and Burlington, N.D. Dick's Auto is a regional resource that has kept vehicles from the crusher and, in turn, put them in the hands of people who will enjoy them again.

Dick's Auto is owned by Dick and Nancy Sundhagen. What began years ago as a hobby has evolved into a business and then a hobby again. Dick not only sells from his yard, he's sometimes the connection that helps finds that special car or truck for someone elsewhere. As for the yard, Dick calls it a salvage yard. Vehicles resting in the mowed grass are for sale and preferably as complete units.



1946 Nash sedan looks to be complete and solid. Dick's has at least one other Nash from this era, and at least one if not both of them could be built.

(below) Trucks are popular around Minot, so they're also popular at Dick's Auto. This lineup of GM trucks offers project possibilities, if not potential projects.



“I really don’t sell just parts,” Dick said. It’s also not unusual to see a transport on the highway frontage loading or off-loading an old car or truck.

There are three shops at Dick’s Auto, two of which are interconnected. This is where Dick and Nancy’s drivers were built and are now protected. Their chopped ’50 Mercury and their ’49 Chevy Suburban get plenty of use. Neither of these is very stock, nor is their ’36 Ford business coupe. With the family involved in rebuilding or restoring vehicles — whether it’s for sale or for their personal use — their days get pretty involved. However, life is still such that there is time for others.

As members of the Dakota Cruisers car club, the Dick and Nancy are at nearly every function. Most of the time, they are rolling into these get-togethers in their patina-stained Suburban or their show-stopper chopped Mercury. “... Not a good idea to see if you can out-do that Suburban, though,” Dick laughs.

Local club tours to garages and cruises nearly always include a stop at Dick’s Auto. Dick and Nancy do not limit their time to just themselves, either. Friendly and honest business ethics always apply, as do community responsibilities. Dick and Nancy are of the mind set that helping others, family or not, is also needed. On one occasion, however, it was the Sundhagens who needed the help.

The Souris River flood through the Minot area in 2011 was devastating to Dick and Nancy and Dick’s Auto.

“We were able to get most vehicles up to higher ground,” Dick said. “It really was tough. We were still lucky that our home was high enough to not be too affected. Our shops were barely out of the water, but the currents undermined the shop floors so that all had to be dealt with.”

They’re back up and running again and sending vehicles all across the globe. In the last 20 years, Dick’s Auto has sold vehicles to 37 countries.

“We recently sold 40 old pickups to Roadhouse Restaurants in Florida for static displays. All of those pickups needed to be painted before leaving the yard,” Dick said.

“Jennifer Lopez bought a ’56 Chevrolet from us that she then gave to a relative. ‘Florida Opry,’ ‘Swamp Hunters’ and ‘American Horror Story #6’ have gotten vehicles from us.” The most un-



Woodie projects are getting scarce, but this 1950 Ford station wagon has potential. The adjacent 1963 Ford Fairlane two-door sedan is also worthy of a closer look.



Two things that seem plentiful at Dick’s Auto: “James Dean Mercs” and early postwar pickups. This ’50 Merc sedan is good for parts or could possibly be worth greater effort.



A row showing the variety at Dick’s Auto. From a 1962 Impala Sport Coupe to a Ford Model A Ford pickup, with orphans from Studebaker and De Soto thrown in, there’s a bit of everything.



(left) Restoration has begun on this 1958 De Soto FireSweep Sportsman two-door hardtop and it now sports solid floors. However, there's still lots to do on this project.

(below) For those who dig pickups, Dick's Auto is a field of dreams.



When they're not driving their finished Merc, Dick and Nancy Sundhagen drive this Chevy Suburban to many local cruises.



A 1949 Ford and 1947-'53 Chevy 3800 panel truck await their turn under a hobbyist's touch.

usual sale was to Cuba. "Since we are not allowed to ship cars to Cuba, we took this old Ford someone there wanted, cut it up and shipped the pieces. They then welded the pieces back together. Shipping parts was legal."

The notoriety of Dick's Auto comes from its website, and in part from a French magazine that did an article on the yard in the spring of 2019. It came about by chance when a Frenchman stumbled upon the yard. After visiting, he wrote a letter to Dick and Nancy.

"Last August, my sons and I were picking up the Lewis and Clark Trail from Minot in a rental car, and leaving Minot we passed your place and I was astonished to see all the old timers along the road," wrote traveler Jan vander Heul. "Stop!" I cried to my son driving the car. I want to have a look.

"So we stopped, and as we saw no sign of 'No Trespassing,' I strolled along the cars pondering what I would do with all those sleeping beauties!

"A car approached and stopped next to me. I thought, '...I will be told to leave the property immediately.' But it was your wife smiling and asking me if I was looking for something. I told her that I came all the way from France and that I was a collector as well, especially Citroen cars. I told her about a magazine in France that I would send in an article with photos about your Hot Rod Garage, and that if published I would send a copy to you."

The article was published, and now Dick's Auto is officially international.

Before you visit, contact Dick's Auto first. It can be reached by phone or through its website. **OC**

Dick's Auto

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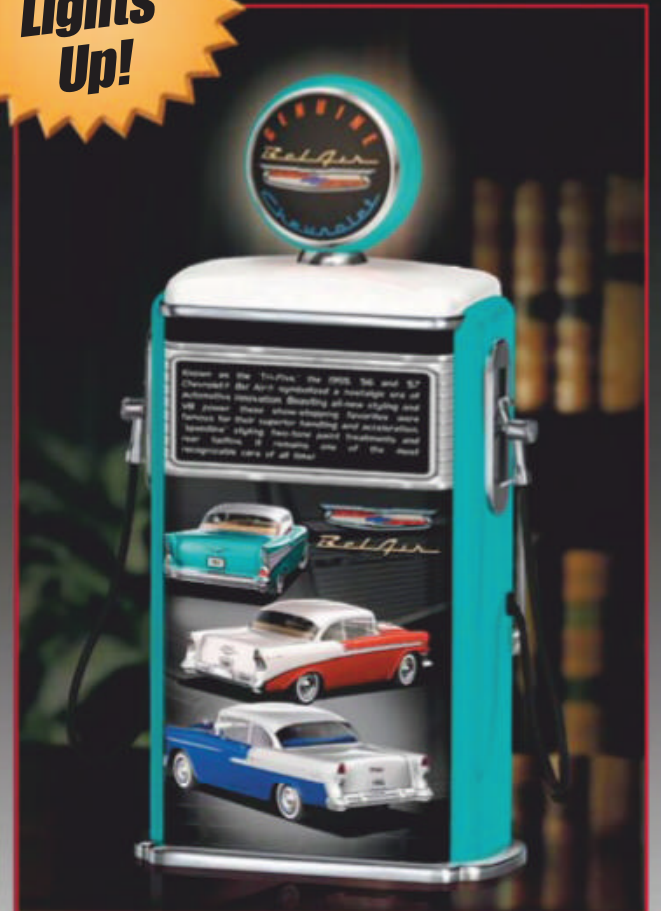


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ing on the next generation of cars for the entire company line. These new designs provided a family look across the board for Ford, Mercury and Lincoln.

In the fall of 1945, 10 brilliant young veterans, who had helped developed America's military logistics systems, banded together under the leadership of Colonel Charles "Tex" Thorton. They approached Henry Ford II with an offer to help the ailing automaker. While Ford Motor Co. had survived the war with lucrative government contracts, the company was bleeding red ink in the postwar days. If a company ever needed help, it was Ford. This group of young officers didn't know much about building cars, but they understood success

ABOVE: On June 14, 1948, crowds jammed the Waldorf Astoria's main ballroom to check out the totally new 1949 Ford line-up.

(Courtesy Ford Motor Co.)

and business. Made up of future leaders such as Ben Mills, F. C. "Jack" Reith, Arjay Miller and Robert S. McNamara, the group was collectively known as the "Whiz Kids." They delivered on their promises with new ideas, analyzed points that were leaking dollars and got to work fixing them.

There were a couple of car guys in the mix and when they got a sneak peak in early 1946 of the proposed upcoming Fords slated for introduction during 1948, they gave a collective thumbs

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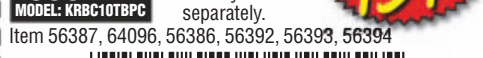
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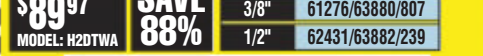
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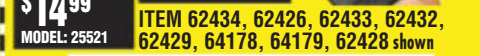
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LEFT: Station wagons played a major role in the 1949 Ford line-up with sales more than tripling over 1948's total, to 31,412 units. *(Phil Skinner Photo)*

ABOVE: Ford's attempt to counter the Chevrolet Bel Air hardtop was the gussied-up Crestliner, with special two-tone paint, exciting side trim and a vinyl roof. *(Phil Skinner photo)*

down. In their opinion, Gregorie's design was dated as well as too massive and bulky. Henry Ford II seemed to agree and a decision was made to have a competition for a new car design.

Within weeks, two different proposals were received. One proposal came from Gregorie's in-house team of stylists. The second came from an outside firm operated by George Walker. While both cars were an improvement over the original design, the general consensus was that Walker's team won the contest. Within a couple of years, Walker would be the head of Styling for Ford, bringing with him talented young industrial designers such as Joe Oros and Elwood Engel. Gregorie resigned from Ford, but his proposals for the new large Lincoln Cosmopolitan plus a new "baby" Lincoln, which shared the new Mercury's basic body envelope, did end up in production. Even the rejected Ford design made it to production after being shipped to Ford's French operation where this car was successfully marketed at the Vedette.

From approved design to production in just over two years — break-neck speed for the auto industry — the new designs for the 1949 Ford were fine-tuned and tooled up for production. On June 8, 1948, New York City's famed Waldorf Astoria Hotel was home to the first public showing of Ford's new "Forty-Niner." In a spectacular display including a merry-go-round featuring the all-new models in bright new colors with plenty of chrome, the crowds stood in awe. On a Ferris-wheel type of a display,

two brand-new chassis twisted, turned and spun to show off their ladder-type construction, the new semi-elliptic rear leaf springs and the Hotchkiss drive system. All around the huge ballroom were cut-away displays of the engine, transmission and other systems that made up Ford's legendary performance. Visitors marveled at the new front suspension that used coil springs and shock absorbers that, combined with a smoother steering system and improved brakes, were hailed as major improvements by the automotive press.

However, the new Ford's mechanical features were concealed by the beauti-

ful new sheet metal design. Up front, the first feature most people see when looking at a car, was a simple yet bold statement in chrome: a single horizontal plane with a large chrome "bullet" in the center. Headlamps were mounted high in the fenders and the sides of the cars were elegant with only a minimum of side trim. There were no bulges or signs of separate front or rear fenders, nor did the doors skirt out at the bottom to conceal a running board. The new design gave more passenger shoulder and leg room while providing nearly double the usable luggage capacity in the trunk. Small oval taillamps flared into the rear



quarter panels and provided an accent line that was a real eye catcher. This car was cutting-edge, mid-century modern all the way.

Under the hood, performance was improved with the 100-hp V-8 being optionally available while a strong, dependable inline six-cylinder engine was considered the base engine for most models. A total of nine body styles were offered. The base trim level offered club and business coupes plus two- and four-door sedans. In the Custom line there was a club coupe, two- and four-door sedans, a smart convertible as well as an all-steel-bodied two-door station wagon with real wood trim.

Ford had a distinctive advantage in the sales race for 1949 by effectively offering the 1949s for more than 18 months. During that time, a total of 1,118,740 Fords were produced, besting Ford's nearest competitor, Chevrolet, by more than 100,000 units. Using new manufacturing techniques, production costs were reduced. New labor contracts were drawn up that benefitted both those building the cars and the company. More important, all these steps helped turn around the company's fortunes and by the introduction of the 1950 models, Ford was showing black ink where there had been red.

As stunning and revolutionary as the new Forty-Niner was, these new models had their faults. Initial production saw bodies that had rattles and groans, plus leaks that allowed the intrusion of dust, water and wind. However, Ford's policy of constant improvement addressed many of these issues as running changes during the year.

By the time the next year's models were introduced, Ford was proud to announce, "Fifty Ways Finer for 1950." Little things such as concealed trunk hinges, the fuel filler being con-

cealed behind a closing door, improved suspension and body construction that was rigid and tight were among the improvements. 1950 also saw the introduction of Ford's famous "Keystone" logo, proudly displayed on the hood of every new Ford. The base trim was now marketed as the Deluxe line, which was missing the club coupe for 1950, and was joined by the new Custom Deluxe trim level. The well-appointed Custom Deluxe line paralleled the 1949 Custom line. However, to combat the popular new Chevrolet Bel Air hardtop, a special edition of the Tudor was created and named Crestliner. Featuring a side cove with a dramatic two-tone effect framed by bright stainless-steel trim and Ford's first use of a vinyl roof, it found a mere 17,601 buyers. Similar better-trimmed coupes were created for Ford's companion makes; Mercury added the attractive Monterey, the "baby" Lincoln line added the Lido and the "big" Lincoln Cosmopolitan line featured the Capri. Production rose to 1,206,739 units for the 1950 Ford, but was now more than 160,000 units shy of Chevrolet's total.

Going for a third year using the "shoebox" body design, the 1951 Ford saw quite a few improvements. The single large, bullet-nose grille was altered to two smaller points moved closer to the outer edges of the grille opening. Large chrome nacelles were created for the taillight bulges on the quarter panels, and larger red lenses were employed. Sharp, new dashboards decorated the interior for all models except the newly christened Country Squire two-door station wagon. The 1951 model lineup reflected that of the 1950 body styles with three offerings in the Deluxe or base series and six in Custom Deluxe line, including the return at the start of the year of the "Tudor Crestliner" two-door sedan. In June 1951, Ford introduced its very first true pillarless hardtop with the Custom Deluxe Victoria. This body style caught on like wildfire and by the end of the model year in December, more than 110,000 copies had been produced, making it America's most popular hardtop for 1951.

For 1951, Ford touted a total of 41 new innovations plus the introduction of the Ford-O-Matic, a three-speed automatic transmission that's shifting se-



ABOVE: Officially sold as the Country Squire for 1951, Ford's station wagon saw a major uptick in sales this year as this model was accepted more as a family car than a commercial vehicle. (Phil Skinner photo)

BELOW: Featuring revised side trim and 41 other improvements, the 1951 Ford Crestliner found just 8,703 produced for the 1951 model year before the stunning Victoria hardtop was released. (Phil Skinner photo)



quence of Park-Reverse-Neutral-Drive-Low would soon become the industry standard many others would follow. Other innovations promoted in the 1951 Ford ranged from turn-key ignition, to new front coil-springs and variable rate rear springs, to little items such as a redesigned hood ornament and V-8 emblems on those cars fitted with the optional engine.

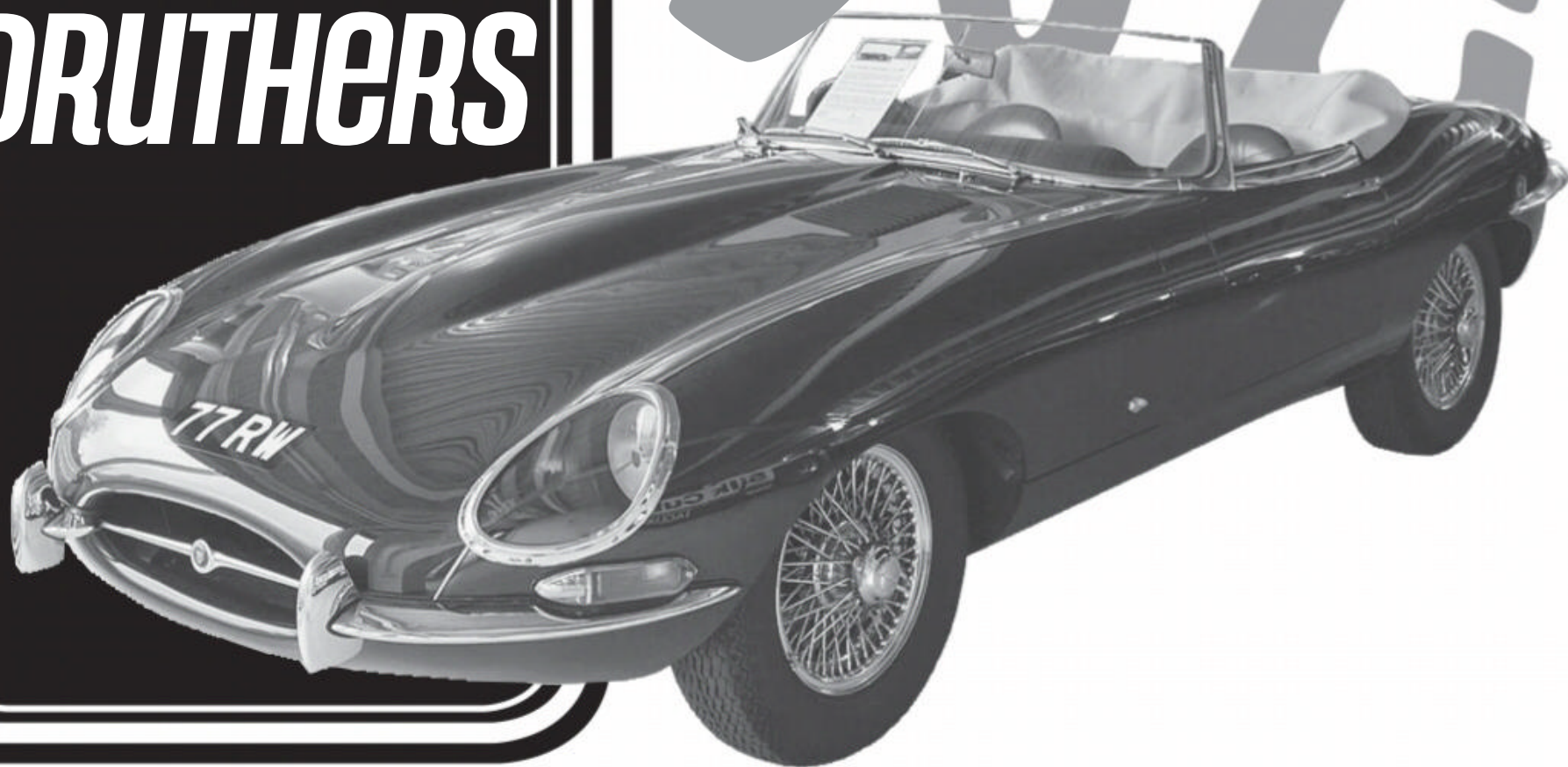
While Ford touted all those improvements and continued to be the only car in the "low-priced three" to offer V-8 power, Chevrolet trounced Ford in the production race by nearly 240,000 units.

There is no doubt that the "Forty-Niner" and its immediate successors saved Ford Motor Co. from going under in those postwar years. Hot-rodders and customizers found these Fords to be perfect starting points for dream and show cars as well as competition vehicles that tore up the tracks from coast-to-coast. In later years, avid fans gave them the nickname "Shoebox" which was today covers this exciting era of Ford first fully new postwar designs, designs that would set the tone and direction of the company for decades to come. **OC**

This trio of new 1951s is being readied for shipment and include a Torch Red convertible, a new Victoria hardtop in Greenbrier Green with white roof and a Custom Tudor sedan in Alpine Blue. (Courtesy Ford Motor Co.)

DREW'S DRUTHERS

BUY!



Russo and Steele's founder on when to hold, fold and bet

Drew Alcazar knows a thing or two about collector cars. Celebrating his 20th year as the Cofounder, President and CEO of Russo and Steele Collector Automobile Auctions, touted as “the most exciting collector car auction in the world,” Alcazar’s respected expertise is known throughout the hobby. With January’s collector car auction season just around the corner, he offers opinions on which vehicles to sell, hold and buy for both novice hobbyists and seasoned veterans alike.

SELL! ‘Gingerbread Americana’

Alcazar’s first “sell” category is what he likes to call “Gingerbread Americana.” These are the mid-1950s vehicles that he considers to be “festooned with overly abundant chrome trim, tailfins and other ‘pre-space age’ accoutrements.” His examples include Buick Skylarks and Roadmasters; the popular Tri-Five Chevys such as the Bel Airs (including the Nomad); and the Impala.

“Just about everybody who wanted to pay six-plus figures for one of these cars has already bought one,” said Alcazar. “They cost a lot more to restore today than what they’re worth, by as much as four or five times. It doesn’t matter how many options the car has or how rare you might think it is, the market for these cars has dipped considerably, as the demand has left the building like Elvis.”

SELL! ‘Fad Cars’

Alcazar says the “fad car” category includes vehicles that became hot very quickly for a short period of time in the

marketplace, and then suffered from over-saturation. “Many times, in a rush to market, some restorations on these cars and trucks were hastily done and many buyers overpaid for them.” He says “fad cars” include the Mercedes 190SL, Chevrolet C10 pickups and Toyota FJs. “Their values have fallen flat and aren’t likely to increase in the near future.” He says one notable exception to this category is the classic Ford Bronco, which is still enjoying its heyday in terms of popularity and escalating value.

SELL! ‘Lunatic Fringe Cars’

“Have you ever seen a meticulously restored AMC Pacer, Edsel or, far worse, Trabant, AM Lagonda, Cadillac Cimarron or Yugo with fake wood side trim and thought the owner was crazy for dumping that much money into it?” Alcazar asks. “He or she might love it, but to most people the car represents an asterisks footnote in automobile vehicle manufacturing.”



Buy!

As such, these types of vehicles are on Alcazar's "sell" list.

"While the nostalgic factor on these types of very niche vehicles may be high, they typically were very poorly built and deteriorated quickly."

HOLD! 'No "But...." Cars,' aka 'Yes Cars'

"Can you stand next to your car and not say the word 'but' when someone asks you a question about it?" Alcazar asks. "For example, if someone asks if it is all original and you respond with 'Yes, everything but the paint, replacement crate motor and the tube frame,' this is not a "no 'but...' car. A true "no 'but...' car" should be well documented, numbers matching and *all* original. There should be no stories justifying its existence, no drama in its history, no excuses in the factory authenticity and exactness of its restoration. Period.

"I also like to call 'no "but..." cars' blue-chip or 'Yes!' vehicles," Alcazar said. "If you can say 'yes' to all the important questions relating to the authenticity of the car, such as whether it's numbers matching, all original, etc., then it's definitely a keeper! The one rule I live by is that good quality blue-chip vehicles with great provenance will always command a market premium, regardless if the market is up or down."

Drew's recommendations for "no but" cars include the genuine Hemi 'Cuda convertible, original Shelby Cobras, Mercedes-Benz 300SL, 1965 Mustang GT350, Series 1 Jaguar E-Types and any 250 Series Ferrari. While the reasons vary for the visceral appeal of these cars, they all are indefinitely collectible, and will remain so long after fuel exists to drive them."

BUY! 1980s and Early-1990s Survivors

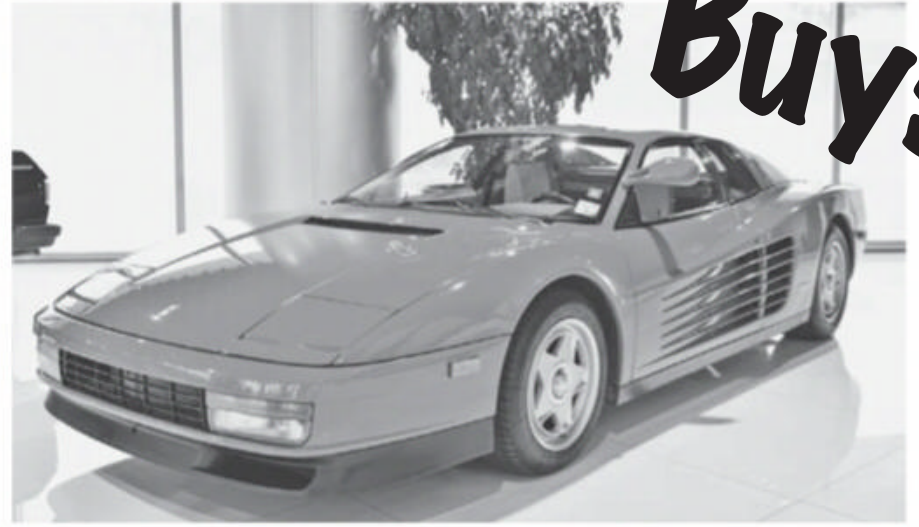
"This era was like the dark ages for all manufactures worldwide," Alcazar says. "From Ford to Ferrari, emissions requirements and insurance premiums ushered in a time of shoddy workmanship, poor build quality, horrible reliability and anemic performance." So why do cars from this era make it to his "buy" list? Because finding one in showroom brand new condition is akin to finding a unicorn with a four-leaf clover in its mouth. In other words, if you can find one, buy it!

Among those cars from the "dark ages" Alcazar refers to are the vehicles "Magnum P.I." and "Miami Vice" made cool. He says those shows "brought us some of the coolest-looking iconic exotics that we all fondly remember, such as the Ferrari 308 and 328, the Testarossa and the literal poster child of collector cars, the Lamborghini Countach.

"While these vehicles had two seats, one for the driver and the other for the vehicle's mechanic, and were slow by today's standards, they were and still are rolling works of art that have held up well in terms of design over time. If you can find an unmolested example with low miles that has been well taken care of, buy it immediately if you can."

Alcazar's list of worthy American cars from the "dark ages" of the 1980s and early 1990s include the Buick Grand National, the second-generation Trans Am, the Mustang 5.0 GT & SVO, Impala SS and Mercury Marauder.

"These cars embodied true modern American muscle except for the Mustang SVO — it tried to be muscular in an era of emissions restrictions, but ultimately failed due to an engine the size of Coke bottle with a hair dryer hung on the side," he said. "However, it is still a rarity and can fetch a pret-



ty penny when sold, the caveat being 'brand spanking new' in condition."

The other American marques that made Alcazar's list represent "big power, big chassis and rear-drive fun in an unapologetically brutish and primitive package that's difficult to find nowadays, particularly sans computers managing the drivetrain.

"I see an upward trend for vehicles of this era," Alcazar said. "Most of them were limited production and finding one in truly spectacular condition is a serious challenge. My only recommendation is not to restore these cars. You'll never get your money back. Find a true, stellar survivor, buy it and hold onto it."

BUY! 'Second Buyer Cars'

If you don't mind waiting, there are some great deals to be had on pre-owned cars that have taken a depreciation hit, Alcazar notes. "Let others pay top dollar for these cars when new and then scoop them up a few years later at a fraction of the cost." These vehicles include the 2019 ZR1 Corvette, Aston Martin DBS and DB9, the recent Mustang Boss 302 and Camaro Z28, the first-generation Porsche 911 GT3 and the Mercedes Benz SLR & SLS AMG.

"Note that some of these are special variants of base model cars such as the ZR1, the GT3 and the American pony cars," Alcazar said. "This puts them in a special category of coveted performers, and they will likely always be collectible. The other models are special in their own right. They were built in limited numbers and will likely gain value over time if taken care of." However, Alcazar ends with one last bit of sage advice regarding these particular cars: "The computer controls and replacement component availability on these era cars will ultimately make them difficult to maintain and repair. Enjoy them in all their spectacular glory, when the tires wear out — then buy new tires and drive them some more!"

Russo and Steele Arizona Auction

Russo and Steele's annual Arizona Auction will be held Jan. 15-19, 2020, at a new site in Scottsdale just off the south side of the Loop 101 Freeway with easy access off the Scottsdale Road exit. The auction will feature hundreds of cars under the equivalent of five football fields of tents.

Russo and Steele

www.russoandsteele.com

**Find them on Facebook and Instagram @RussoandSteele.*

Raleigh Classic wraps up year with fantastic finish

Phil Skinner with Amanda Wheatley reporting

RALEIGH, N.C. _ Over the past 15 years, the Raleigh Classic Collector Car Auction, presented under the banner of Auctions America, has built a reputation for producing sales filled with original, low-mile, primarily domestic American-made cars in a pleasant environment. The company's final event for 2019, staged at the North Carolina Fairgrounds over the Friday and Saturday, Dec. 6-7, presented a fabulous lineup of vehicles, including a couple of special collections, that produced what may well be record results for this company. With sales numbers far higher than this same event last year, everyone we spoke too applauded the efforts and outcome of Michael Leith's 30th Raleigh Classic.

A number of dealers and collectors who made this event their first Raleigh Classic had come to try and buy early V-8 Fords from the Al Wiseman collection; some super low-mileage cars from the Glen Boyd collection; a special presentation of second-generation Corvettes; and some outstanding Pontiacs, including several rare GTOs from a Southern California collector.

Leith is selective in the cars he will consign, insisting that his customers have come to expect quality, not quantity. With a couple of exceptions that were part of a special no-reserve group of cars, the vast majority of cars entered into the 2019 event rated in the #1 or #2 condition ratings, with a few #3's and just a few rated less than a #3.

Auctioneers Brent Earlywine and Jeff Knosp kept the pace right on track and the bidders responded quickly when choice lots were presented. Once the final car crossed the block on Saturday afternoon, a total of 249 individual lots had been offered, with a total of 187 of those reported sold for a solid 75.1% sell-through rating. An unofficial total of \$4,668,300 was raised on the hammer, on top of which a reasonable 8% buyer's premium was added, taking the total to \$5,041,764, which is the strongest Raleigh Classic we have ever attended.

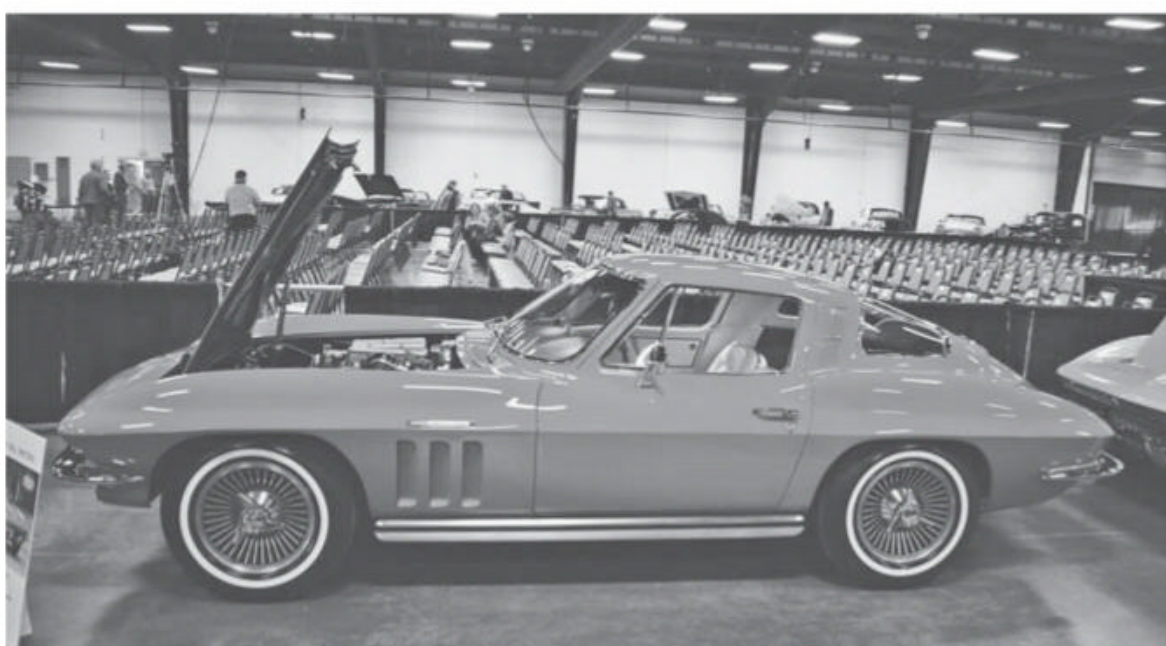
Taking most of the top-10 sales spots



Sporting an older restoration, this still sharp 1939 Packard Super 8 convertible coupe was a good buy during the Raleigh Classic. It traded hands for a bid of \$43,000.



Lots of interest was shown in this 1956 Pontiac Star Chief convertible, complete with Continental kit, selling at \$39,250.



One of the top sales during the Raleigh Classic was this fuel-injected 1965 Corvette coupe, hammered sold at \$112,500.

were the Corvettes and GTOs from Southern California with the top sale going to a 1967 Corvette convertible in Lynndale Blue, fitted with a numbers-matching L71, 427cid/435hp V-8, hammered at \$135,000, while a similar 1967 Corvette, also with number-matching L71 engine, finished in Marina Blue called sold with a bid of \$112,500, which is the same price brought by a fuel-injected 1965 Corvette coupe finished in Rally Red. One of the other stars of this sale was an early-production 1970 Pontiac GTO convertible with a numbers-matching 455 "HO" V-8 and Pontiac Historical Society documents showing it to be a factory engineering test/prototype car. It was called sold at \$80,000, which many felt was a bargain.

Due to schedule conflicts, we have not been able to attend Raleigh Classic's summer sale in June, but the December sale, one of the last collector car auction events of the year, is like saving the best

for last. The Raleigh Classic did not disappoint, and we will be back to their sale this winter.

Wellborn cars up for bids at Kissimmee

KISSIMMEE, Fla. _ A group of 14 cars from the Jim and Pam Wellborn Collection will be among the many highlights of Mecum's huge Kissimmee Auction, scheduled for Jan. 2-12. More than 3,500 vehicles are scheduled to be up for bids in the country's largest collector car auction.

The Wellborns' fleet will come from their museum collection housed in a fully restored, vintage 1940s car dealership in Alexander City, Ala.

Included in the group are: 2006 Ford GT Heritage Edition with 625 miles; 1970 Dodge Charger R/T V-Code 440 Six Pack; 1971 Dodge Hemi Charger R/T; 1971 Plymouth 'Cuda; 1971 Dodge

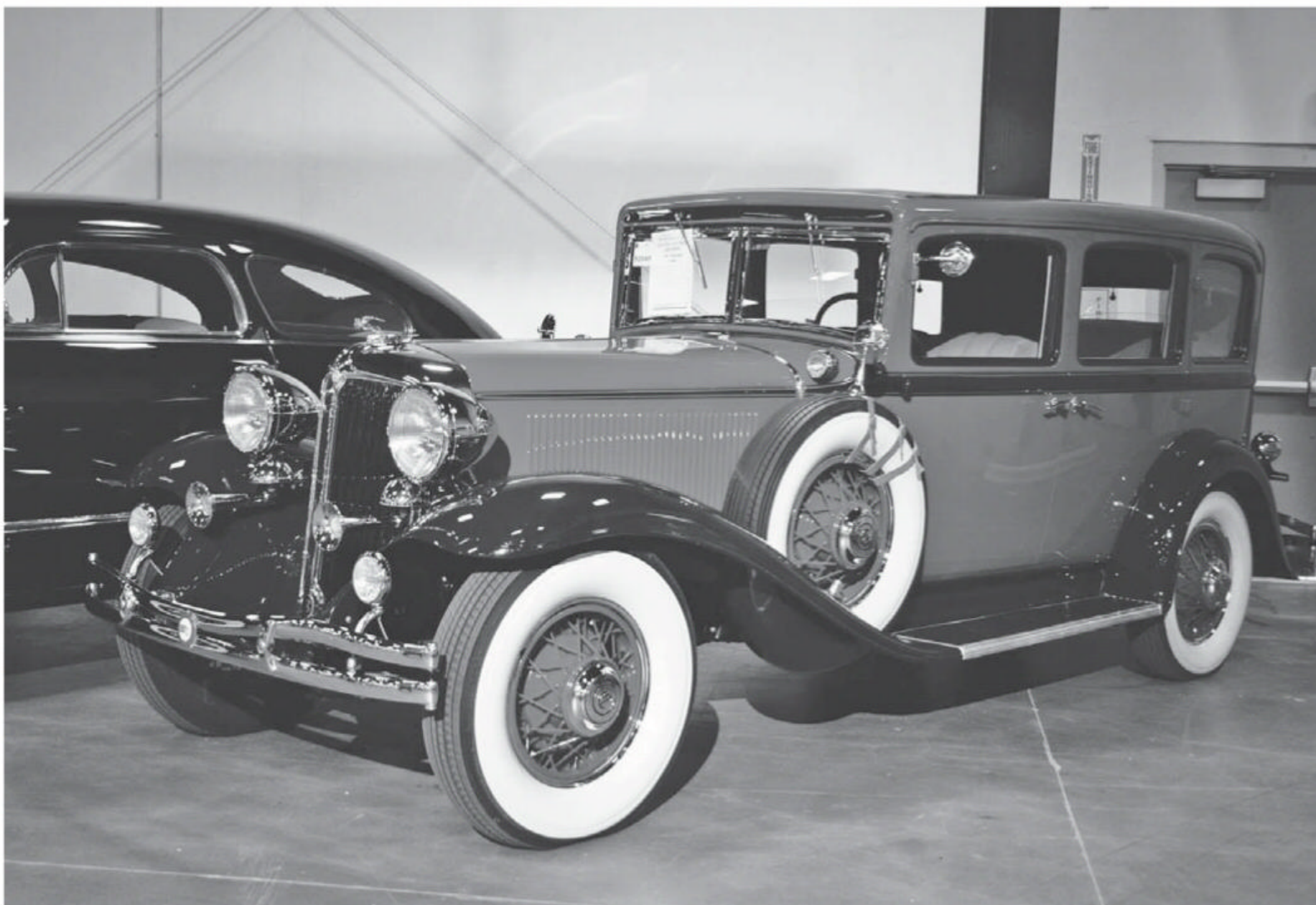
Charger R/T; 1971 Dodge Challenger R/T with a sunroof; 1971 Plymouth Hemi GTX with a sunroof; and 1970 Dodge Challenger R/T convertible.

For information, visit www.mecum.com.

Carlisle Events gears up for Lakeland

LAKELAND, Fla. _ Carlisle Events will host its Winter AutoFest Lakeland Feb. 21-23 at the SUN 'n FUN Expo Campus in Lakeland. Among the attractions will be a two-day collector car auction (Feb. 21-22) featuring 400-plus consignments. The auction starts at 10:30 a.m. each day. At 1:30 p.m. on the second day, the auction will feature an all-Corvette themed hour. In addition, there is a car corral with cars and trucks for sale by owner.

For information, visit www.carlisleauctions.com or call 717-243-7855.



Considered a CCCA Full Classic, this gorgeous 1931 Chrysler sedan was a great buy at \$32,750 during the Raleigh Classic.

RALEIGH CLASSIC DEC. 2019

Dec 6-7, 2019

Lots: 249; Sold: 187; Sell-through rate: 75.1%.

Hammer Sales \$4,668,300, w/comm. \$5,041,764

Phil Skinner with Amanda Wheatley reporting

	Price	Cond
1959 AMC Metropolitan 2d cpe 1489cc/55hp/4cyl/3spd	\$10,000	3
1968 AMC Ambassador SST 2d HT 343cid/280hp/V8/AT	\$17,000	2
1977 AMC Pacer D/L 2d sed 258cid/95hp/6cyl/AT	\$16,250	2
1987 AMC Eagle 4d 4x4 sta wag 4.2L/110hp/6cyl/AT	\$11,250	2
2008 Bentley Arnage-T 4d sed 6.75L/500hp/V8/AT	\$45,000	2
1987 BMW M6 2d sed 3.5L/256hp/6cyl/5spd	\$82,000	2
1988 BMW 325i 2d conv 2.7L/127hp/4cyl/AT	\$9,950	3
1988 BMW M6 2d sed 3.5L/256hp/6cyl/5spd	\$79,000	2
2006 BMW X5 4d AWD SUV 4.8L/255hp/6cyl/AT	\$38,000	2
1922 Buick Model 44 2d rds 242cid/60hp/6-cyl/3spd	\$19,250	2
1939 Buick Special Series 40 2d bus. cpe 248cid/110hp/8cyl/3spd	\$14,000	2
1941 Buick Special Series 40 4d sed 248cid/115hp/8cyl/3spd	\$16,500	2
1950 Buick Special 2d fbk sed 248cid/120hp/8cyl/AT	\$19,750	2
1964 Buick Riviera 2d HT 425cid/340hp/V8/AT	\$15,500	3
1967 Buick Skylark 2d conv 340cid/260hp/V8/AT	\$40,500	2
1967 Buick Electra 225 Custom 2d conv. 430cid/360hp/V8/AT	\$30,000	2
1970 Buick Gran Sport 455 2d conv. 455cid/350hp/V8/AT	\$35,000	2
1996 Buick Roadmaster Coll. Ed. 4d sed 5.7L/250hp/V8/AT	\$12,250	2
1941 Cadillac Fleetwood 60 Special 4d sed 346cid/150hp/V8/3spd	\$48,000	2

1941 Cadillac Series 63 4d sed 346cid/346cid/V8/AT	\$20,000	2
1960 Cadillac Series 62 4d HT 390cid/315hp/V8/AT	\$11,000	3
1961 Cadillac Fleetwood 60 Special 4d HT 390cid/325hp/V8/AT	\$12,000	2
1965 Cadillac Eldorado 2d conv 429 cod/340hp/V8/AT	\$29,000	2
1973 Cadillac Sedan deVille 4d HT 472cid/220hp/V8/AT	\$3,250	3
1974 Cadillac Eldorado 2d conv 500cid/210hp/V8/AT	\$5,000	3
1975 Cadillac Coupe deVille 2d HT 429cid/340hp/V8/AT	\$12,000	3
1976 Cadillac Fleetwood Brougham 4d sed 500cid/190hp/V8/AT	\$9,500	3
1984 Cadillac Eldorado Biarritz 2d cpe 4.1L/135hp/V8/AT	\$14,750	1
1990 Cadillac Fleetwood 4d sed 5.7L/175hp/V8/AT/2,588 orig mi.....	\$51,000	1
1990 Cadillac Eldorado 2d cpe 4.5L/180hp/V8/AT	\$5,500	2
1992 Cadillac Sedan DeVille 4d sed 4.9L/200hp/V8/AT	\$7,500	3
1995 Cadillac Fleetwood S&S Coach 6d Limo 5.7L/2560hp/V8/AT/dual A/C	\$5,000	3
1996 Cadillac Eldorado Coachbuilders Ltd 2d conv. 4.6L/300hp/V8/AT	\$9,500	3
1936 Chevrolet Master 2d sed 216cid/85hp/6cyl/3spd	\$20,500	2
1930 Chevrolet Universal 2d cpe 194cid/50hp/6cyl/3spd/rumbleseat/DSM	\$19,500	2
1957 Chevrolet Bel Air 2d HT NOM 350cid V8/AT/resto-mod	\$33,000	2
1964 Chevrolet Impala 2d conv 283cid/195hp/V8/AT	\$52,500	2
1965 Chevrolet Chevelle Malibu 2d conv NOM 327cid V8/AT	\$25,500	1
1966 Chevrolet Chevelle SS 2d conv 396cid/360hp/V8/4spd	\$44,000	2
1966 Chevrolet Impala 4d HT 283cid/195hp/V8/AT/16,665 orig mi	\$11,500	2
1970 Chevrolet Camaro SS 2d cpe 396cid/375hp/V8/4spd	\$67,000	1
1970 Chevrolet Nova Yenko replica 2d sed 396cid/375hp/V8/4spd	\$20,000	2

1970 Chevrolet Chevelle Malibu 2d HT 350cid/250hp/V8/AT	\$10,000	4
1970 Chevrolet K10 Suburban 3d 4x4 SUV 350cid/250hp/V8/AT	\$40,000	2
1971 Chevrolet Cheyenne 10 Super 2d 1/2-ton PU NOM 350cid/V8/AT/sbx/modified	\$29,500	1
1976 Chevrolet Monte Carlo Landau 2d HT 350cid/145hp/V8/AT/7,711 mi	\$13,500	2
1982 Chevrolet Camaro Z28/IPC 2d T-top cpe 5.0L/165hp/V8/AT	\$8,250	3
1983 Chevrolet Malibu 4d sta wag 5.0L/150hp/V8/AT	\$3,800	3
1986 Chevrolet Camaro Z28 2d cpe 5.0L/215hp/V8/AT	\$11,750	2
1986 Chevrolet Monte Carlo SS 2d cpe 350cid/200hp/V8/AT	\$6,500	2
1987 Chevrolet Silverado K10 2d 4x4 1/2-ton PU 350cid/250hp/V8/AT/sbx	\$19,500	3
1987 Chevrolet Silverado C10 2d 1/2-ton PU 350cid/180hp/V8/AT/sbc	\$14,000	3
1989 Chevrolet Cavalier Z24 2d conv. 2.8L/130hp/V6/AT	\$6,000	2
1990 Chevrolet G20 5 pass van conversion 5.7L/190hp/V8/AT	\$9,000	2
1990 Chevrolet Blazer K5 Silverado 2d 4x4 SUV 5.7L/210hp/V8/AT	\$29,000	2
1990 Chevrolet K1500 Silverado 2d 4x4 1/2-ton PU 5.0L/170hp/V8/AT	\$16,000	2
1991 Chevrolet Camaro RS 2d cpe 3.1L/140hp/V6/AT	\$2,500	3
1994 Chevrolet Camaro Z28 2d cpe 5.7L/275hp/V8/AT	\$6,500	3
1994 Chevrolet Camaro Z28 2d T-top cpe 5.7L/275hp/V8/AT	\$6,500	3
2001 Chevrolet Camaro SS/SLP 21 conv LS1 5.7L/310hp/V8/AT	\$11,500	3
2014 Chevrolet SS 4d sed LS3 6.2L/415hp/V8/AT/141 orig mi	\$36,000	1
2014 Chevrolet SS 4d sed LS3 6.2L/415hp/V8/AT/3,333 orig mi	\$32,000	2
1965 Chevrolet Corvette 2d cpe 327cid/375hp/FI/V8/4spd	\$112,500	2
1967 Chevrolet Corvette 2d conv L71 427cid/435hp/V8/4spd	\$135,000	1
1967 Chevrolet Corvette 2d conv L71 427cid/435hp/V8/4spd	\$112,500	2



Taking high-sale honors at the Raleigh Classic was this 1967 Corvette convertible in Lynndale Blue and with the 435-hp L71 427 V-8 engine, called sold at \$135,000.

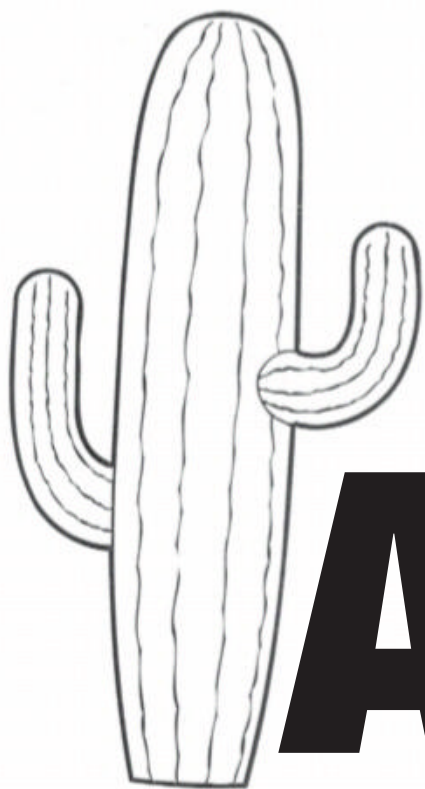
1967 Chevrolet Corvette 2d conv 327cid/350hp/V8/4spd \$66,000 1	1993 Ford F150 XLT 2d 1/2-ton PU 4.9L/170hp/6cyl/AT \$6,750 3	1983 Oldsmobile Cutlass Supreme 2d cpe 5.0L/180hp/V8/AT \$6,000 2
1987 Chevrolet Corvette 2d cpe 5.7L/235hp/V8/AT \$7,500 3	1997 Ford Mustang GT Cobra 2d conv. 5.0L/240hp/V8/5spd \$11,750 2	1990 Oldsmobile 88 Royale 4d sed 3.8L/165hp/V6/AT \$5,950 2
1994 Chevrolet Corvette 2d cpe 5.7L/300hp/V8/AT \$12,250 2	2004 Ford Econoline 150 Explorer van conversion 5.4L/175hp/V8/AT \$17,000 1	1994 Oldsmobile 98 Regency 4d sed 3.8L/170hp/V8/AT \$6,750 2
1931 Chrysler CD-8 4d sed 240cid/82hp/8cyl/3spd/DSM/trunk \$32,750 2	2016 Ford-Shelby F150-Snake Charmer 4d 1-ton PU 5.0L/700hp/V8/AT \$60,000 2	1939 Packard Super 8 2d conv cpe 320cid/160hp/8cyl/3spd/DSM/rumbleseat \$43,000 2
1948 Chrysler Windsor 2d conv. 251cid/114hp/6cyl/Fluid Dr. \$40,300 2	2017 Ford Mustang GT Roush Stg 3 2d fsbk cpe 5.0L/670hp/V8/6spd \$38,000 1	1959 Plymouth Sport Fury 2d HT 318cid/230hp/V8/AT/swivel bucket seats \$33,250 2
1950 Chrysler Windsor 4d sed 251cid/116hp/6cyl/3spd \$13,500 1	1969 Jaguar E-Type (XKE) Series II 2d conv. 4.2L/245hp/6cyl/4spd \$68,500 2	1971 Plymouth Duster 340 2d HT 340cid/300hp/V8/4spd \$24,500 2
1984 Chrysler Le Baron Town & Country 2d conv. 2.2L/146hp/Turbo/4cyl/AT \$12,500 2	1984 Honda Del Sol 2d cpe 1.5L/160hp/4cyl/5spd \$6,750 2	1934 Pontiac Eight 2d Sprt cpe 223cid/84hp/8cyl/3spd/DSM/rumbleseat/trunk.. \$29,000 1
2003 Chrysler PT Cruiser Touring Ed. 4d Cross-Over 2.4L/150hp/4cyl/AT \$3,300 3	2002 Hummer H1 4d 4x4 SUV 6.5L/Turbo Diesel/AT \$48,500 2	1950 Pontiac Chieftain 2d HT 268cid/113hp/8cyl/AT \$31,000 2
1966 Dodge Charger 2d fsbk HT 426cid/425hp/Hemi V8/4spd \$70,000 1	1941 International K1 2d 1/2-ton PU 213hp/82hp/6cyl/3spd \$13,500 2	1956 Pontiac Star Chief 2d conv. 317cid/227hp/V8/AT/cont. kit \$39,250 2
2005 Dodge Viper SRT10 2d cpe 8.4L/500hp/V10/6spd \$38,750 2	1991 Jaguar XJS Classic Coll. Ed 2d conv 5.3L/265hp/V12/AT \$13,500 2	1959 Pontiac Catalina 4d HT 389cid/280hp/V8/AT \$21,000 2
2017 Dodge Viper SRT10 2d cpe 8.4L/645hp/V10/6spd \$75,000 2	1992 Jaguar XJS 2d conv. 5.3L/265hp/V12/AT \$17,000 2	1959 Pontiac Bonneville 2d conv. 389cid/260hp/V8/3spd \$39,000 2
1922 Ford Model T Open Cab PU 176cid/20hp/4cyl/2spd \$6,450 4	1961 Jeep L6 2d sta wa 226cid/105hp/6cyl/3spd \$7,500 3	1963 Pontiac Grand Prix 2d HT 389cid/313hp/V8/AT \$21,000 2
1927 Ford Model T 4d trng 176cid/20hp/4cyl/2spd \$17,500 3	1980 Land Rover Defender Lightweight 2d 4x4 SUV 2282cc/65hp/4cyl/4spd \$11,000 4	1965 Pontiac GTO 2d conv 389cid/335hp/3x2-bbl/4spd \$22,500 3
1939 Ford Deluxe 2d cpe 221cid/90hp/V8/3spd, modified \$32,500 2	1941 Lincoln Custom 4d Limo 292cid/120hp/V12/3spd+O/D \$23,500 2	1965 Pontiac GTO 2d HT 389cid/360hp/3x2-bbl/4spd..... \$65,000 1
1939 Ford Deluxe 2d cpe 221cid/90hp/V8/3spd \$24,500 2	1963 Lincoln Continental 4d sed 430cidf/320hp/V8/AT \$30,500 2	1965 Pontiac GTO 2d HT 389cid/335hp/3x2-bbl/4spd \$31,000 3
1940 Ford Deluxe 2d cpe 221cid/90hp/V8/3spd \$35,000 1	1972 Lincoln Continental Mark IV 2d HT 460cid/224hp/V8/AT \$5,250 3	1965 Pontiac GTO 2d cpe 389cid/335hp/3x2-bbl/4spd \$55,000 2
1940 Ford V8 2d 1/2-ton PU 221cid/90hp/V8/3spd \$45,000 1	1978 Lincoln Continental Mark V 2d HT 460cid/190hp/V8/AT \$5,250 3	1965 Pontiac Catalina 2+2 2d conv. 421cid/330hp/3x2-bbl/V8/4spd \$60,000 1
1941 Ford Deluxe 3 sed. Del. NOM 239cid V8/3spd \$38,000 1	1994 Lincoln Continental Mark VIII 2d cpe 4.6L/280hp/V8/AT \$5,750 3	1967 Pontiac GTO 2d conv 400cid/360hp/V8/4spd \$65,000 2
1942 Ford Super Deluxe 4d sta wag 221cid/90hp/V8/3spd \$66,000 1	1987 Mazda RX7 2d cpe 1.3L/146hp/Rotary/5spd; m/r \$6,000 3	1967 Pontiac GTO 2d HT 400cid/360hp/V8/4spd \$52,000 2
1949 Ford Deluxe 2d Club cpe 239cid/100hp/V8/3spd \$14,000 2	1990 Mazda RX7 2d conv 1.3L/146hp/Rotary/5spd \$7,600 3	1970 Pontiac GTO 2d conv. 455cid/360hp/V8/AT, Factory test car \$80,000 1
1957 Ford Thunderbird 2d conv. 312cid/245hp/V8/AT/2-tops \$30,000 2	1985 Mercedes-Benz 300TD 4d sed 3.0L/123hp/Diesel/AT/sunroof..... \$6,900 3	1975 Pontiac Grand Ville 2d conv. 455cid/270hp/V8/AT \$20,750 2
1959 Ford Galaxie 4d sed 292cid/200hp/V8/AT \$11,250 2	1987 Mercedes-Benz 420SEL 4d sed 4.2L/201hp/V8/AT/sunroof..... \$3,500 3	1986 Pontiac Firebird 2d cpe 5.0L/155hp/V8/AT \$5,250 2
1962 Ford Galaxie 500XL 2d conv 352cid/245hp/V8/AT \$20,500 3	1988 Mercedes-Benz 560SL 2d conv. 5.6L/238hp/V8/AT/2-tops \$12,500 2	1986 Pontiac Parisienne 4d sed 5.0L/150hp/V8/AT \$9,250 2
1963 Ford Galaxie 500 2d fsbk HT 390cid/300hp/V8/4spd \$29,750 2	1997 Mercedes-Benz SL320 2d conv 3.2L/228hp/6cyl/AT \$5,250 3	1989 Pontiac Trans Am IPC 2d T-top cpe 3.8L/250hp/V6/AT/903 orig mi. \$33,000 1
1964 Ford Falcon Futura 2d conv 260cid/164hp/V8/AT \$21,000 2	2004 Mercedes-Benz SL55/AMG 2d retract. conv. 5.4L/493hp/V8/AT/980 orig mi. ... \$50,000 1	1959 Rambler American 2d sed 196cid/90hp/6cyl/AT/cont Kit \$6,400 3
1964 Ford Galaxie 500 XL 2d HT 390cid/300hp/V8/AT \$20,500 2	2005 Mercedes-Benz SL55/AMG 2d retract. conv. 5.4L/493hp/V8/AT/688 orig mi. \$6,000 1	1985 Rolls-Royce Corniche 2d conv 6750cc 220hp V8/AT \$41,000 2
1966 Ford Fairlane 500 2d conv. 289cid/200hp/V8/AT \$21,500 2	2006 Mercedes-Benz SL65/AMG 2d Retract. conv. 6.0L/604hp/W12/AT/436 orig mi. . \$58,500 1	2006 Rolls-Royce Phantom 4d sed 6.8L/453hp/V12/AT \$68,500 2
1972 Ford F100 Ranger 2d 1/2-ton PU 360cid/193hp/V8/AT/sbx \$13,000 2	1939 Mercury Eight 2d conv. 239cid/95hp/V8/3spd \$40,500 2	1994 Toyota SR5 2d Extra Cab PU 3.0L/150hp/V6/5spd \$10,250 3
1973 Ford Ranchero GT 2d PU 351cid/156hp/V8/AT \$12,750 2	1949 Mercury Eight 4d sed 255cid/110hp/V8/3spd+O/D \$20,500 2	1972 Triumph GT6 2d Htchbk cpe 2498cc/105hp/6cyl/4spd \$10,500 3
1979 Ford Bronco Ranger XLT 2d 4x4 SUV 351cid/150hp/V8/AT \$29,500 1	1973 Mercury Cougar 2d conv 351cid/168hp/V8/AT \$16,500 2	1976 Triumph TR6 2d conv. 2.5L/101hp/6cyl/4spd \$22,000 2
1981 Ford F150 Custom 2d 1/2-ton PU 5.8L/156hp/V8/AT \$10,750 2	1977 Mercury Marquis Brougham 4d sed 460cid 197hp/V8/AT \$15,250 1	1956 Volkswagen Beetle 2d cpe 1192cc/36hp/H4/4spd \$17,250 2
1986 Ford Bronco Eddie Bauer Ed. 2d 4x4 SUV 5.0L/185hp/V8/AT \$15,000 2	1978 Mercury Marquis Brougham 2d HT 400cid/173hp/V8/AT \$13,100 2	1959 Volkswagen Beetle 2d cpe 1192cc/36hp/H4/4spd \$16,250 2
1986 Ford F350 Custom Jerr-Dan 2d 1-ton wrecker 5.8 L/156hp/V8/4spd \$7,500 3	1973 Mercury Cougar 2d conv 351cid/168hp/V8/AT \$16,500 2	1967 Volkswagen Beetle 2d cpe 1493cc/53hp/H4/4spd \$8,100 3
1988 Ford Mustang GT 2d conv 5.0L/225hp/V8/5spd \$8,500 2	1992 Nissan President 4d sed 4.5L/266hp/V8/AT; RHD \$7,600 3	1971 Volkswagen Karmann-Ghia 2d cpe 1584cc/60hp/H4/4spd \$16,000 2
1988 Ford F150 Lariat XLT 2d 1/2-ton PU 5.0L/185hp/V8/AT/sbx \$9,500 2	1947 Oldsmobile Series 66 2d fsbk sed 238cid 100hp/6cyl/3spd \$28,500 2	1974 Volkswagen Karmann-Ghia 2d cpe 1584cc/60hp/H4/4spd \$8,000 3
1989 Ford Thunderbird SC 2d cpe 3.8L/210hp/SC/V8/AT \$11,750 2	1959 Oldsmobile 98 2d conv 394cid/315hp/V8/AT \$72,000 1	1978 Volkswagen Transporter 3d pass van 1700cc/67hp/H4/4spd \$16,200 2
1990 Ford Mustang GT 2d conv. 5.0L/240hp/V8/5spd \$29,500 1	1964 Oldsmobile 98 2d conv 394cid/330hp/V8/AT \$22,500 2	1979 Volkswagen Super Beetle 2d conv 1584cc/48hp/H4/4spd \$20,000 2
1991 Ford F350 Custom 2d 1-ton Wrecker 5.8L/210hp/V8/5spd \$7,000 2	1970 Oldsmobile Cutlass Supreme 2d conv 455cid/390hp/V8/AT \$16,000 3	1950 Willys Jeepster 673-VJ3 2d Phae 161cid/5hp/6cyl/3spd \$52,000 1
1992 Ford F150 XLT 2d 1/2-ton PU 4.9L/145hp/6cyl/5spd + O/D \$1,900 4	1973 Oldsmobile Cutlass Hurst Ed 2d HT 455cid/250hp/V8/AT \$27,500 2	1953 Willys M38-A1 Jeep 4x4 1/4-ton util. 134cid/70hp/4cyl/3spd \$12,000 3
1992 Ford F150 Ranger 2d 1/2-ton PU 5.0L/157hp/V8/AT \$6,200 2	1977 Oldsmobile Delta 88 2d cpe 350cid/170hp/V8/AT \$800 5	1961 Willys Jeep 2d 4x4 1/2-ton PU Chev 350cid V8/AT/resto-mod \$13,000 2



MAG Auctions will offer this 1962 Chevrolet Corvette resto-mod at its Peoria Auction.



Scottsdale will be loaded with Ford GTs, including this 2006 Heritage Edition at the Barrett-Jackson sale.



JANUARY AUCTIONS

PREVIEW

Auction heavyweights will again battle it out and kick off their years with loaded lineups for Arizona Auction Week

MAG AUCTIONS PEORIA: Jan. 10-12

PEORIA, Ariz. _ MAG Auctions — formerly Silver Auctions — will offer more than 400 collector vehicles for sale at the Peoria Sports Complex. Gates will open all three days at 9 a.m. with bidding starting with memorabilia at 10 a.m. and vehicles at 11 a.m. Daily admission is \$15, or \$10 for seniors.

Early consignments include:

- 1964 Pontiac GTO convertible;
- 1962 Corvette roadster resto-mod;
- 1934 Dodge DR 6 coupe; and
- 1956 Ford F100 custom pickup.

Visit www.motorsportauctiongroup.com to see a list of consignments or call 888-330-0749.

BARRETT-JACKSON SCOTTSDALE: Jan. 12-20

SCOTTSDALE, Ariz. _ Barrett-Jackson will return to WestWorld of Scottsdale for its 49th Annual Scottsdale Auction from Jan. 11-19. Two of the marquee lots on the menu are a 2019 McLaren Senna supercar and a 1969 Chevrolet Camaro ZL1 COPO. Both are scheduled to be sold with no reserve.

A 1995 BMW M3 E36 Lightweight is 1 of 21 cars being

offered from the collection of the late actor Paul Walker of “Fast & Furious” fame. Other highlights include 13 vehicles from the Vault Portfolio, and the Scott Thomas Collection of rare supercars.

Ultra-rare muscle, limited-production supercars and high-end resto-mods will also be among the stars. Ford Performance and Shelby American vehicles, including a 1967 Shelby GT500 Mustang and 2017 Ford GT, will cross the auction block without reserve. Ten Ford GTs are currently consigned, including the first 2005 Ford GT that was ever offered to the public for sale; a 2017 GT finished in a special Verde Mantis exterior with the Extended Carbon Fiber Package and Dark Energy Interior Package; and 2006 Ford GT Gulf Heritage Edition, one of only 343 produced and showing 2,384 miles. Other Shelseys include:

- 1967 Shelby GT500;
- 1968 Shelby GT500KR convertible;
- 1966 Shelby GT350;
- 1999 Shelby Series 1 convertible;
- 2012 Ford Shelby GT500 Super Snake custom one-off;
- 2005 Ford GT Midnight Blue with Silver Stripes and one of two 2005 Ford GTs built with an unapproved color

1970 Plymouth Superbirds always attract a crowd on the auction stage. This example will sell at no reserve at the Barrett-Jackson sale.



Barrett-Jackson photo

combination.

Saturday and Sunday will be preview days with bidding on automobilia starting Monday through Friday at 8:30 a.m. Collector car lots are scheduled to begin crossing the block every day at 10 a.m. Advance all-week tickets are \$190 for adults, \$150 for seniors in advance, or \$195 and \$150 at the door. Daily advance sales passes are \$21 or \$18 for seniors, or \$25 and \$20 at the door.

For information, visit www.barrett-jackson.com.

WORLDWIDE AUCTIONEERS TEMPE: Jan. 15

TEMPE, Ariz. — Worldwide Auctioneers will hold its Scottsdale Week sale on Wednesday, Jan. 15, at 5 p.m. at a new location — Singh Meadows in Tempe. A wide variety of American muscle cars, exotics and Classics will be on the menu.

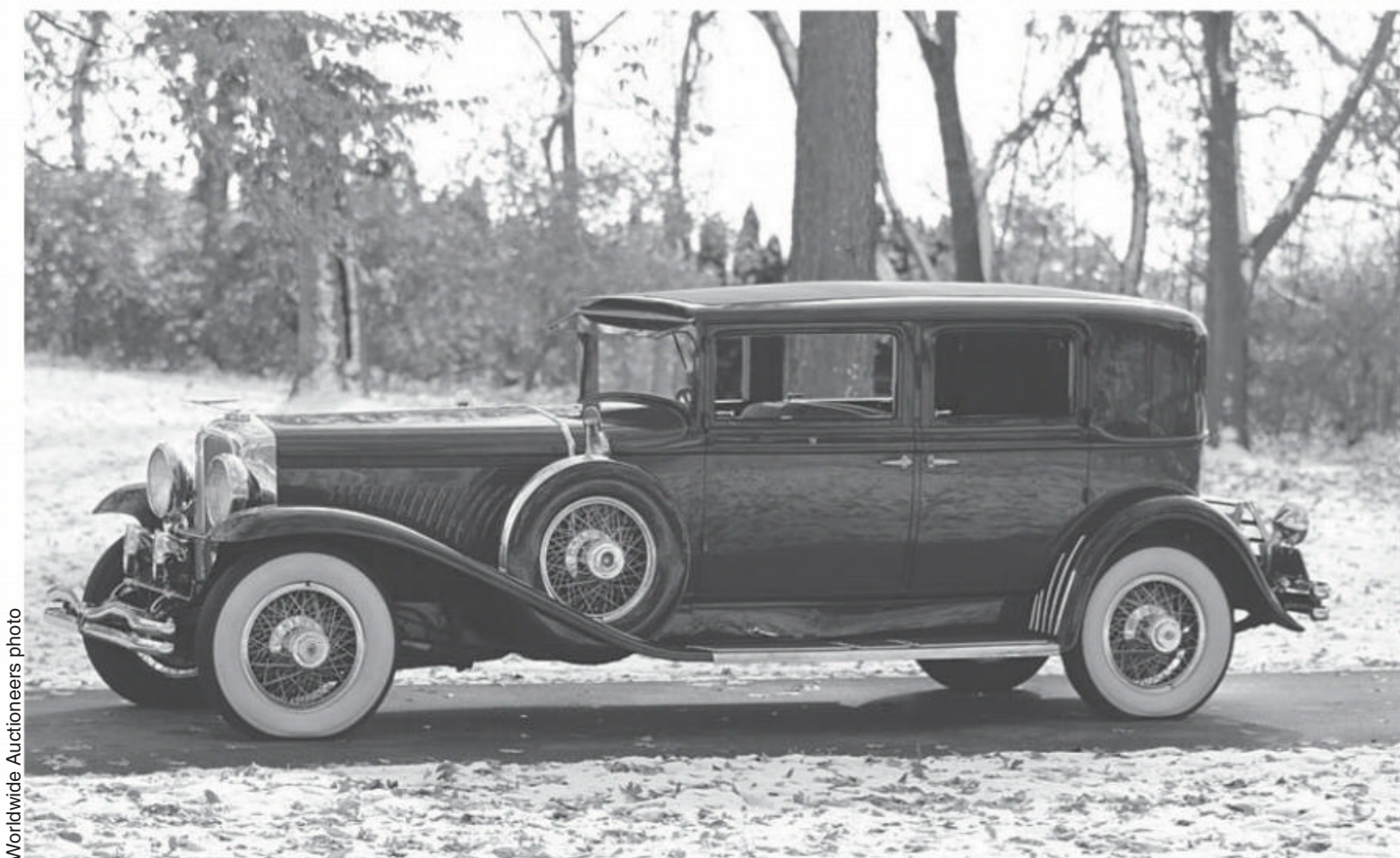
Among the highlights are a celebrated 1995 Ferrari F50

Berlinetta Prototipo with storied and documented provenance.

Also set to cross the block is a numbers-matching 1971 Plymouth 'Cuda 440 Six-Pack convertible purchased as part of a signing celebration by Hockey Hall of Famer Ed Belfour in 1987, his rookie year as a pro.

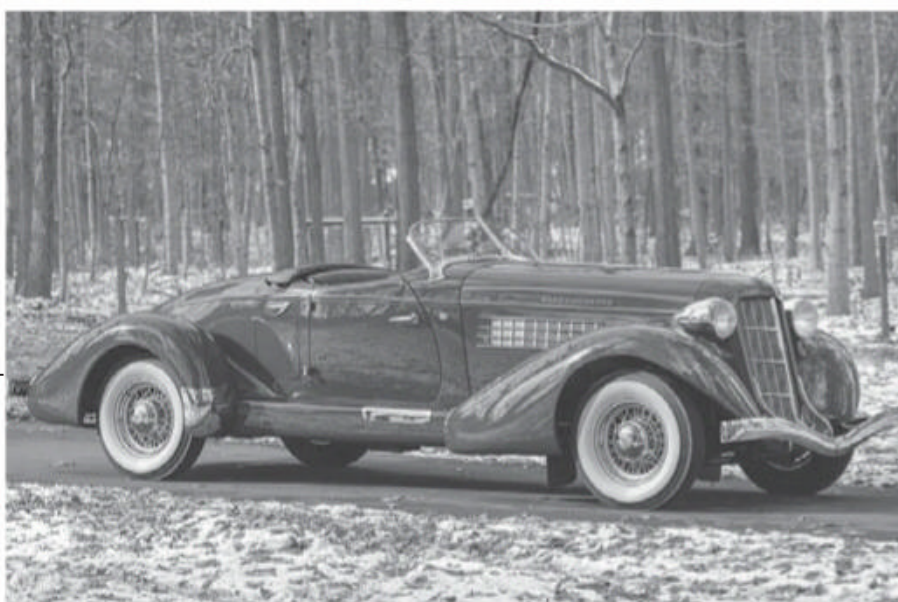
Other headline lots include:

- 1930 Duesenberg Model J Willoughby sedan;
- ACD-certified 1934 Auburn 850Y Custom phaeton, 1 of 285 produced;
- 1931 Cadillac 370-A V-12 roadster, 1 of 91 produced and one of approximately seven known to exist;
- 1936 Auburn 852 Speedster;
- 1939 Cadillac Series 75 Fleetwood convertible coupe;
- 1965 Dodge Coronet A990 "Lightweight" Hemi with racing history and in original condition;
- 1969 Chevrolet Camaro Indy Pace Car convertible; and
- Restored 1957 De Soto Adventurer convertible.



Worldwide Auctioneers photo

This 1930 Duesenberg sedan features coachwork by Willoughby. It will be on the menu at the Worldwide Auctioneers sale.



The Worldwide Auctioneers sale will offer this fabulous 1936 Auburn Speedster.

For information, visit worldwideauctioneers.com, or call 880-990-6789.

BONHAM'S SCOTTSDALE: Jan. 16

SCOTTSDALE, Ariz. _ Bonham's Annual Scottsdale Auction is set for Jan. 16 at the Westin Kierland Resort & Spa. The usual assortment of both American and foreign collector prizes will be on the menu. Among the highlight lots are:

- 1960 Alfa Romeo 2000 Spider;
- 1967 Chevrolet Camaro Z/28 coupe with SCCA racing history;
- 1995 Ferrari F512 M;
- 1938 BMW 328;
- 1955 Lancia B24S Spider America;
- 1970 McLaren M8C;
- 1955 Kurtis 500 Swallow coupe rally racer; and
- 1948 Packard Series 22 station wagon.



This 1967 Camaro Z/28 has SCCA racing history will cross the block at Bonham's Scottsdale auction.

For times and other schedule information, visit www.bonhams.com.

RM SOTHEBY'S PHOENIX: Jan. 16-17

PHOENIX _ RM Sotheby's returns to the grounds of the Arizona Biltmore Resort & Spa from Jan. 16-17 for its 21st annual Arizona sale. The auction will feature approximately 120 blue-chip vehicles from prewar Full Classics to contemporary supercars. Among the headliners:

- Seven different Cadillac V-16s from the John D. Groendyke collection;
- 1925 Duesenberg Model A speedster;
- 1965 Ferrari 275 GTB/C by Scaglietti;
- 1962 Ferrari 250 GTE 2+2 Series II by Pininfarina;
- 1929 Auburn 120 cabriolet;
- 1963 Chevrolet Corvette fuel-injected "Split Window" coupe;



Bonham's will offer one of the earliest cars seen in recent years at Arizona with this 1902 Winton.

- 1970 Buick Gran Sport Stage 1 coupe;
- Nine Porsches from 1961 to 2011; and
- 2008 Bugatti Veyron 16.4.

A public preview will be held from 9 a.m. to 8 p.m. Wednesday and again from 9 a.m. to 5:30 p.m. Thursday. Bidding will begin Thursday at 5:30 p.m. and resume at 5:30 on Friday.

For more information, visit www.rmsothebys.com or call 519-352-4575.

RUSSO & STEELE SCOTTSDALE: Jan. 16-19

SCOTTSDALE, Ariz. — Russo & Steele will offer a wide variety of collector machines in its “auction in the round” format over four days from Jan. 16-19 at its new location at the intersection of the 101 freeway and Scottsdale Road in Scottsdale.

A preview will be held Wednesday at 9 a.m. Bidding will begin at 11 a.m. Thursday through Saturday and noon on Sunday. Among the highlight vehicles:

- 1971 Ferrari Daytona Spyder
- 1971 Dodge “Mr. Norm’s” Charger Super Bee
- 1968 Chevrolet Corvette L88 427
- 1959 Creative Workshop Sport Speciale
- 1956 Porsche 356 European
- 1970 Chevrolet Chevelle LS6 454
- 1967 Maserati Ghibli

General admission Thursday through Saturday is \$30, and \$20 on Sunday.

Visit www.russoandsteele.com or call 602-252-2697 for details.

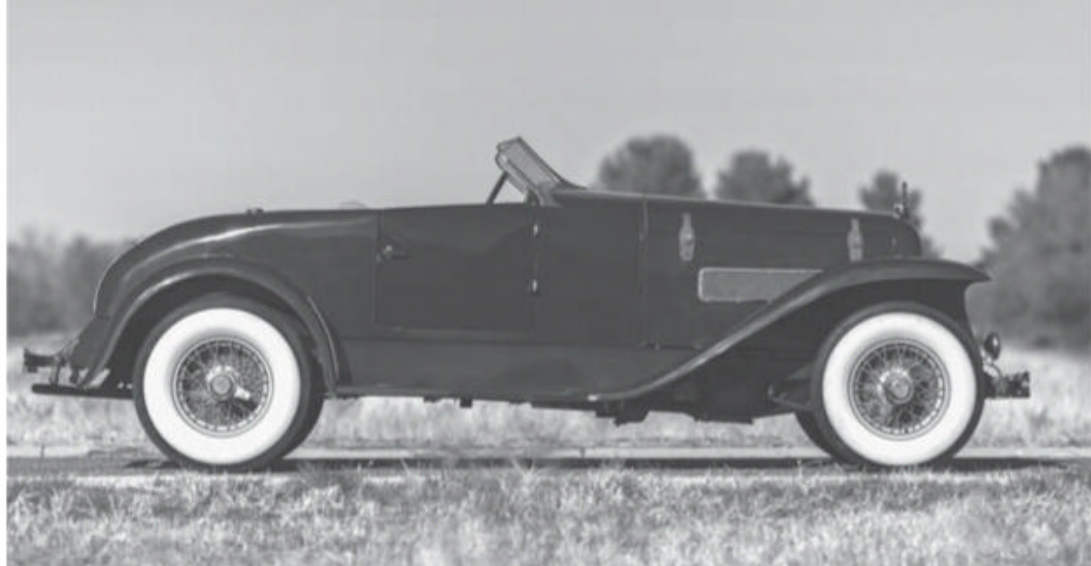
GOODING & CO. SCOTTSDALE: Jan. 17-18

SCOTTSDALE, Ariz. — Gooding & Company will again offer a lineup stacked for its annual two-day Scottsdale Auction. Heading things up will be a pair of 1967 Ferrari 330s, a red GTC and yellow GTS roadster. Other top advance consignments include a highly original Waltz Blue 1948 Tucker 48 sedan and a 2014 McLaren P1.

Among the many other blue-chip cars up for bids:

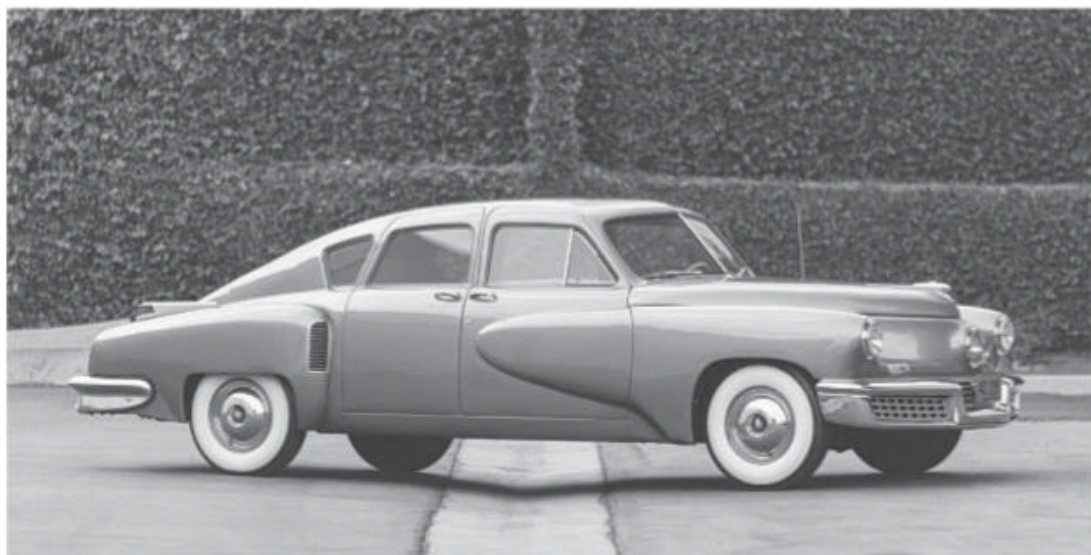
- 1964 Jaguar E-Type Series I 3.8-Litre roadster;
- 1973 Ferrari Dino 246 GTS;
- 1953 Jaguar XK120 roadster;
- 1965 Ferrari 500 Superfast;
- 1993 Jaguar XJ220;
- 2004 Porsche Carrera GT;
- 1960 Rolls-Royce Silver Cloud II saloon;
- 1947 Chrysler Town and Country sedan;
- 1963 “Split Window” Corvette;
- 1930 Stutz Model M speedster.

Bidding will start both Friday and Saturday at 11 a.m. at Scottsdale Fashion Square. Learn more at www.goodingco.com, or call 310-899-1960.



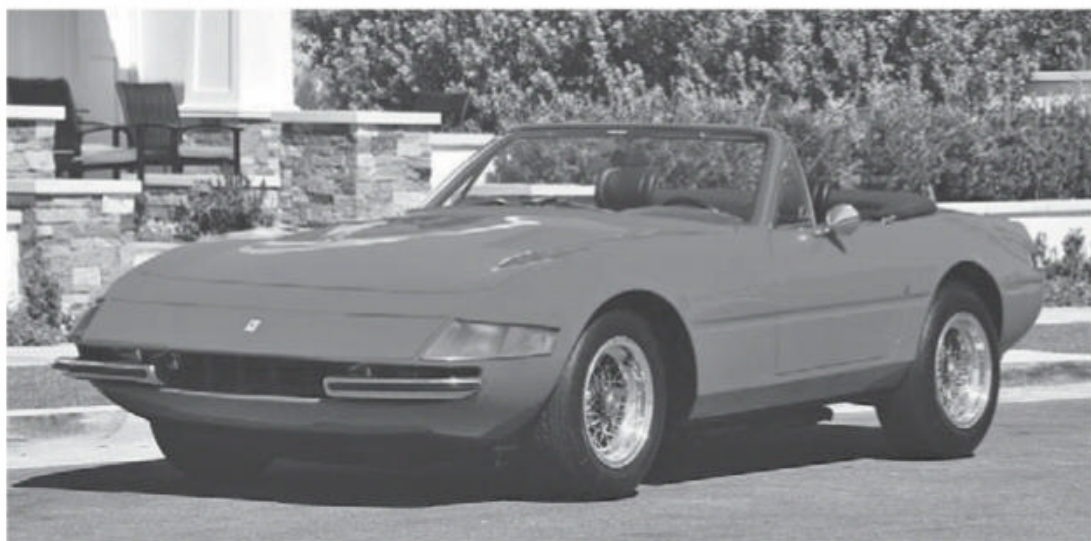
RM Sotheby's photo

A 1925 Duesenberg Model A speedster with a shortened wheelbase will be among the feature cars at RM Sotheby's Phoenix Auction.



Gooding & Co. photo

Tucker prices have continued to soar in recent years. This Waltz Blue example will be up for bids at Gooding's auction.



Russo and Steele photo

January Auction Week is typically a Ferrari lover's paradise. This 1971 Daytona will be offered by Russo and Steele.



Russo and Steele photo

A 1971 “Mr. Norm’s” Dodge Charger Super Bee will be a star attraction at the Russo and Steele sale.

CAR OF THE WEEK

oldcarsweekly.com/car-of-the-week

Plymouth built the AAR 'Cuda exclusively with the small-block 340-cid V-8 engine. Building hot small-block muscle cars became a trend among automakers in the late 1960s and early 1970s to combat higher insurance rates on big-block muscle cars. The trick then became for Detroit automakers to maximize power from their small V-8s.

The reason for use of the small-block 340 in the AAR 'Cuda was two-fold. In addition to being trendy, Plymouth installed the hot small-block into its 'Cuda in order to homologate the car into the Sports Car Club of America (SCCA) Trans-Am Series of racing....



FACEBOOK FEEDBACK

Old Cars: *Now that the turkey has somewhat settled, and for many of us, our pride and joy is nestled away for its winter slumber, what car-related present are we hoping Santa brings this year? Well, at least what are we dreaming of?... Santa's elves can't afford to make everything.*

Darrell S. Leland : 1937 Packard Model 1501 Super Eight Touring Sedan, but I doubt it would fit in his sack.

Janice Rudolph: A new steering gear box.

Dennis Schrimpf : That's my old buddy, Kenny Buttolph and his '49 Caddy

Donald Mangan: A 1951 Hudson Hornet would be dreamy. PLUS I could use a 1935 Ford pick-up to haul things.



Old Cars: *Mike Williams sent us this awesome vintage photo of his grandmother next to a 1935 Ford Tudor.*



Sue Churchwell: Great photo! I was particularly drawn to the hood ornament and for others who may have not known and wondered, it's a greyhound. Very cool! "Ford's son Edsel initially commissioned the design for the Lincoln greyhound hood ornament in 1927. The greyhound hood ornament was created using the same lost wax method as Rolls-Royce, and Lincoln sported the greyhound until the 1930s, when it switched to a coat-of-arms and knight's helmet hood ornament. Ford picked up where Lincoln left off, featuring the greyhound on vehicles like the Model 48 and DeLuxe Fordor until 1936."

MjaneJohn Beale: Ya' gotta love those cars from the '30s.



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Calendar

Old Cars

Attention Car Show Enthusiasts: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed in the Old Cars Weekly Calendar, email us at oldcars@aimgmedia.com

SHOWS

ARIZONA

Jan 5 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5 am-12:00 noon, \$40. 602-828-4865.

Feb 2 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5 am-12:00 noon, \$40. 602-828-4865.

Apr 5 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5 am-12:00 noon, \$40. 602-828-4865.

May 3 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5 am-12:00 noon, \$40. 602-828-4865.

Jun 7 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5am-noon, \$40. P602-828-4865.

ARKANSAS

Jun 17-20 AR, Morrilton. 62nd Annual Petit Jean Show 2020. 2 car shows on Saturday the 20th. 1 for unrestored and restored original cars, trucks, and motorcycles. 1 show for everything else including rat rods. Open daily from 8am-7pm, 501-727-5427, www.museumofautos.com, www.motaa.com.

CALIFORNIA

Dec 29 CA, Hesperia. Auto Parts Swapmeet. 17578 Eucalyptus Ave. 6am-3pm. free. Jim 760-995-3999, www.socalcarculture.com

May 17 CA, Petaluma. 47th Annual Petaluma Swap Meet. Petaluma Fairgrounds – Hwy. 1010 & Washington Street. Gates open at 5am. Vendors \$30/spot, Dave Peterson 707-527-9183, 1davepete@comcast.net

COLORADO

Jun 24-28 CO, Westminster. International Mercury Owners Association 2020



The 27th Winter Extravaganza will be held at the Sumter County Fairgrounds in Bushnell, Fla., Feb. 7-9. For information, visit www.floridaswapmeets.com

Floridaswapmeets.com photo

International Meet. Denver Marriott Westminster, 7000 Church Ranch Blvd. 847-997-8624. www.mercuryclub.com.

Jun 27 CO, Westminster. IMO's 30th Anniversary Show, Marriott Westminster Parking lot. info@mecuryclub.com 847-997-8624.

FLORIDA

Jan 2-12 FL, Kissimmee. Mecum Kissimmee. www.mecum.com, inonet@mecum.com

Jan 5 FL, Bushnell. Sumter Swap Meets – Automotive/Antique, Swap Meet, Car Corral. 727-848-7171. www.floridaswapmeets.com

wapmeets.com

Feb 7-8 FL, Melbourne. MoPar Super Swap XXI/Car Show. MoPar only swap meet on Friday, Swap and show on Saturday. Swap spaces \$25 before Jan. 31st, after \$30, Registration \$10, Car Corral \$20. Penny Anderson 321-727-1039, PAnderson2211@aol.com, Pete Stasio at 321-480-9265, petesdream3@aol.com, www.MoparsOfBrevard.com

Feb 7-9 FL, Bushnell. 27th Winter Extravaganza. Sumter County Fairgrounds – 7620 SR 471. 727-848-7171, 727-846-8922, www.floridaswapmeets.com

SUMTER SWAP MEETS

AUTOMOTIVE / ANTIQUE
SWAP MEET – CAR CORRAL

Bushnell, FL
January 5, 2020



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Visit Our Web Site: www.floridaswapmeets.com

ZEPHYRHILLS AUTO EVENTS

Feb. 13-16, 2020

Auto Swap Auction, Corral,
Car Show
Zephyrhills Festival Park
Zephyrhills, FL

813-312-4009

zephyrhillsautoevents.com

Calendar

Feb 13-16 FL, Zephyrhills. Zephyrhills Auto Events Winter Car Swap, Auction, Car Show, Car Corral. Festival Park – 2738 Gall Blvd. 813-312-4009, 727-846-8922, chill.swaps@gmail.com

Feb 21-23 FL, Lakeland. Carlisle Events Winter AutoFest. Sun 'n' FUN Campus. www.carlisleevents.com

Mar 5 FL, Amelia Island. 25th Annual Amelia Island Concours d'Elegance. 904-636-0027, www.ameliaconcours.org/

Mar 21 FL, Vero Beach. 43rd Annual Antique Automobile Show. Riverside Park. 10am-4pm. Pre-registration \$20, day of show \$25. Fred Kiesel 772-770-6339, www.local.aaca.org/indianriver

GEORGIA

Jan 11 GA, Alpharetta. GSRA 2020 Kick-Off Event & Meeting. Gateway Classic Cars – 1870 McFarland Pkwy. 10am-1pm. Dan Wooley 770-841-4375, vicepresident@gsra.com, www.gsra.wildapricot.org

Feb 7-8 GA, Moultrie. 44th Annual Automotive Swap Meet. Spence Field. 8am-6pm. Jerry Kelley 229-896-2150, www.moultrieswapmeet.com

Feb 15 GA, Loganville. GA Street Rod Business Meeting. Sparky's Machines – 1209 Nathan Blvd. Dan Wooley 770-841-4375, vicepresident@gsra.com

Mar 21 GA, Braselton. NE Georgia Mustang Club's 17th Annual Spring Regional Pony Roundup Car Show. Year One – 1001 Cherry Drive. 10am-3pm. Register by noon. Registration \$25.

Mar 28 GA, Marietta. GSRA Spring Fever Show N' Swap. Jim R. Miller Park & Event Center – 2245 Callaway Road, SW. Swap spaces & Info Mickey White 956-371-937, secretary@gsra.com

Apr 25 GA, Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor Speedway – 1500 Tara Place. 9am-4pm. www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf

May 9 GA, Lilburn. GSRA Annual Safety Inspection Day & National Street Rod Association Appreciation Day. Metal Union – 5395 Webb Pkwy, NW. Open at 10am. Dan Wooley 770-841-4375, vicepresident@gsra.com

Jul 18 GA, Flovilla. GSRA Annual Picnic & Awards Meeting. Indian Springs State Park – 678 Lake Clark Road. 10am-2pm. Dan Wooley 770-841-4375, vicepresident@gsra.com, https://gsra.wildapricot.org/

ILLINOIS

Jan 5 IL, Peotone. 45th Annual Swap Meet. Will County Fairgrounds – 710 South West Street. 7am-1pm. Donation of \$5, Jim McDonald 708-485-3633, oldcarswapmeet@aol.com

Feb 16 IL, St Charles. The 29th Annual Buick-Olds-Pontiac-Cadillac Swap Meet and Car Corral. Kane County Fairgrounds Events Center (Indoors) – 525 S Randall Rd, 8 am to 2 pm. Vendor setup Saturday 6 pm-9 pm or Sunday morning 6 am-8 am. Large outdoor spots on paved area for \$25, near main entrance. Hosted by the Chicagoland Buick, Pontiac and Olds Clubs, Call Bob at 630-865-4349, bopcswap@gmail.com, www.bopcswap.com

Feb 23 IL, Wheaton. 75th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

Mar 15 IL, Countryside. The Countryside Collector's Classic Toy Show, Local 150 Union Hall, Countryside, 6200 Joliet Rd, 10 am-2pm, Model Cars and Die Cast Cars, Misc Toys, \$7 admission (preview admission, 7:30 am \$20). Unique Events Shows. 262-366-1314, unievents1@aol.com www.uniqueeventsshows.com

INDIANA

Jan 5 IN, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds -Blue River Pavilion. 8am-3pm. 317-296-0336, www.freemans-supersunday.com, freemanssupersunday@gmail.com

Mar 29 IN, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds – West Pavilion Building. 8am-3pm. 317-296-0336, www.freemanssupersunday.com, freemans-supersunday@gmail.com

IOWA

Feb 22-23 IA, Monticello. 51st Annual

O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center – 766 North Maple Street. Sat. 11am-10pm, Sun. 8am-7pm Galen Muller 319-465-5119, www.rodandcustomcarshow.com

MARYLAND

Mar 27-28 MD, Westminster. Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts and Swap Meet. Carroll County Agriculture Center – 706 Agriculture Center Drive. Doors open at 8am. Early Bird pricing before Feb 25 – Indoor space \$45, Outdoor space \$60, Car Corral Space \$45. Jack Gallagher 301-674-5431

MASSACHUSETTS

Jan 18-19 MA, Springfield. Automotive Swap Meet. Eastern States Exposition – Memorial Ave. West. 8am-5pm. www.apswapnsell.com

MICHIGAN

Jan 19 MI, Jackson. 54th Jackson VMCCA Swap Meet. Fairgrounds – 200 Ganson Street. 8am-1pm. Joan Warren 517-764-3135

May 16 MI, Kalamazoo. Kalamazoo Antique Toy and Collectible Show, Midwest's Largest Indoor Toy Show, Kalamazoo Fairgrounds, 2900 Lake St, 9 am-2 pm, Antique and Collectible Toys, Friday, 4-8 pm, \$30. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

NEVADA

May 31-Jun 2 NV, Reno. World's Largest Vintage Truck Show. Grand Sierra Resort. 816-891-9900, www.aths.org

NEW MEXICO

Mar 27-28 NM, Artesia, 23rd Annual Artesia Car Enthusiasts Main Event Car Show and Cruise. Cruise on Friday, 6-10pm, Car Show Saturday 9am-3pm, Heritage Plaza in downtown Artesia. Cruise free, Car Show registration \$25. 575-746-9477.

29th Annual
**Buick, Olds, Pontiac, Cadillac
Swap Meet and Car Corral**

 **Sunday, Feb. 16** 

8 AM to 2 PM

Kane County Fairgrounds
525 S. Randall Rd., St. Charles, IL

\$6 public admission • \$40 Vendor Spots
Vendor setup Feb. 15 & Feb. 16
Large, Heated Building.
Outdoor Spots too - \$25.

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Bob 630-865-4349
Email: bopcswap@gmail.com
Website: www.bopcswap.com

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1 Winter Swap Meet Held in Extreme Weather
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DON'T MISS IT! \$12 ADULTS • 12 & Under FREE!
www.apswapnsell.com

NEW YORK

Feb 9 NY, Southold. Peconic Bay Region AACA 21st Annual Automobile Swap Meet & Flea Market. South old Town Recreation Center – 970 Peconic Lane. 8am-2pm. Vend tables \$3. Bob Barauskas 631-495-8619

OHIO

May 1-3 OH, Canfield. Dave & Ed's Super Auto events Swap Meet & car Corral. Canfield Fairgrounds – 7265 Colum-baina Canfield Road. 330-477-8506

OKLAHOMA

Mar 19-21 OK, Norman. 2020 Nor-man All Transportation Swap Meet. Cleveland County Fairgrounds – 615 E. Robinson. 9am-6pm. Vend spaces pre-register \$35, Month prior show \$40. 405-651-7927, www.normanswapmeet.com, NormanSwapMeet@aol.com

May 6-9 OK, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, chickashaauto@sbc-global.net, www.chickashaautoswap-meet.com

PENNSYLVANIA

Jan 17-19 PA, Allentown. Carlisle Events Auto Mania. Allentown Fairgrounds. 717-243-7855, www.carlisleevents.com

Apr 22-26 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

May 15-17 PA, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Jun 5-7 PA, Carlisle. Ford Nation-als Presented by Meguiar's. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Jun 26-27 PA, Carlisle. Chevrolet Na-tionals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

TENNESSEE

Jun 18-20 TN, Pigeon Forge. National Association of Li'l Red Express Trucks Owners 2nd Li'l red Express Show. Hampton Inn Pigeon Forge – 2497 Teaster Lane. Bob Aucoin, bdbk@hotmail.com, 850-866-9447

TEXAS

Apr 2-4 TX, Greenville. Greenville Swap Meet. Car Show & Corral Spaces \$30/\$35 before march 15, \$35/\$40 after. 903-454-8575, reg.gvlswpmt@yahoo.com, www.greenvilleswapmeet.com

May 1-2 TX, Nacona. Vicari 8th Annual Cruisin' Nocona. Downtown. Fri. 10am

Cruise. Fri gates open at 11am, Sat. 8:30am. Register for cruise or show 940-825-3525, www.nacona.org

WASHINGTON

Feb 16-17 WA, Puyallup. Tacoma Model T Club's 53rd Annual Early Bird Swap Meet. Washington State Fairgrounds & Expo Center. Charlie & Gloria Ostlund 253-863-6211. charlie@earlybirdswap.org: www.earlybirdswap.org back to top

WISCONSIN

Jan 19 WI, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm, Model Kits and Die Cast Cars, Misc Toys, Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Feb 23 WI, West Bend. Wisconsin Chapter Model A For Club of America 55th Annual Greater Milwaukee Indoor Winter Swap Meet. Washington County Fairgrounds – 3000 Cty. Hwy. PV. 8am-2pm. www.wichaptermafca.com

Mar 1 WI, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm, Model Kits and Die Cast Cars, Misc Toys, Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Mar 8 WI, Milwaukee. The Brew City Advertising Show. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm, Old to New Beer Signs and other advertising, Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Apr 19 WI, Waukesha. Mike Dunn's Milwaukee Miniature Motors Show. Waukesha Fair Grounds, 1000 North View Road Waukesha 10 am-2 pm, Model Kits and Die Cast Cars, Racing Memorabilia & Misc. Unique Events Shows. 262-366-1314, unievents1@aol.com Web Site: www.uniqueeventsshows.com

Apr 24-26 WI, Jefferson. 43rd Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale corral, now online. Car show (Sat. & Sun. only). Madison Classics, P.O. Box 7414, Madison WI 53707 or call 608-244-8416 or www.madisonclassics.com

Aug 1-2 WI, Elkhorn. 35th Annual Summer Elkhorn Automotive Swap Meet, Car for sale Corral and Two Day Car Show at Walworth Co Fairgrounds. Car Corral now online. Featuring Buicks, Pontiacs, Oldsmobile's all makes mod-

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Jul 29 – Aug 2 WI, Brookfield. National DeSoto Club Convention. Show day is Saturday, August 1 from 9am-3pm at the southeast corner of Calhoun Road and North Avenue in Brookfield. www.desoto.org

Sep 25-27 WI, Jefferson. 43rd Annual Fall Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Car Corral, now online. Car show (Saturday & Sunday only). Featuring Trucks all makes models welcome. Madison Classics, P.O. Box 7414, Madison WI. 53707, 608-244-8416, www.madisonclassics.com

AUCTIONS

JANUARY

Jan 1 OH, West Union. 21st Annual New Year's Day Auction. Amish Community Bldg. – 3760 Wheat Ridge Drive Rd. 9am. 937-544-8252, www.auctionzip.com (#4988)

Jan 2-12 FL, Kissimmee. Mecum Kissimmee. 262-275-5050, infonet@mecum.com, www.mecum.com

Jan 4 WI, Wautoma. W Yoder Auctions Antiques and Collectibles Auction. W. Yoder Auction Center N2475 13th Gateway. 920-787-5549. www.wyoder-auction.com

Jan 10-11 NC, Concord. Carolina in January. Cabarrus Arena Event Center. 803-364-3322, 704-400-1127, www.tommackauctions.com

Jan 10-12 AZ, Peoria. MAG Arizona Auction. 888-330-0749. www.motorsport-auctiongroup.com

Jan 11 NC, Concord. Tom Mack Carolina in January Auction. 11am. Cabarrus County Arena & Event Center 4751 NC Hwy 49 North. 803-351-3695 tmack@tommackclassics.com

Jan 11-19 AZ, Scottsdale. Barrett-Jackson Scottsdale Auction. 480-421-6694. www.barrett-jackson.com

Jan 15 AZ, Scottsdale. Worldwide Auctioneers Scottsdale Auction. 260-925-6789 www.worldwideauctioneers.com

Jan 15-19 AZ, Scottsdale. Russo and Steele's 20th Anniversary Scottsdale Sale. 602-252-2697, www.russoandsteele.com

Jan 15-19 AZ, Scottsdale. Leake Scottsdale Auction. 602-442-3380. www.leakecar.com

Jan 16-17 AZ, Phoenix. RM Sotheby's Arizona Auction. 519-352-4575. www.rmsothebys.com/

Jan 17 AZ, Scottsdale. Gooding & Co. Scottsdale Auction. 310-899-1960 www.goodingco.com.

Jan 21-26 NV, Las Vegas. 29th Annual Vintage & Antique Motorcycle Auction. www.mecum.com, 262-275-5050

FEBRUARY

Feb 7-9 NJ, Atlantic City. The Atlantic City Auctions. GPK Auctions, 856-573-6969, www.gpkauctions.com

Feb 14-16 FL, Miami. The Florida Public Collector Car Auction and Show. Ft. Lauderdale Beach. Miami-Dade County Fair & Exposition -112th & Coral Way. Dave Rupp Collector Car Auction. Georgia 561-779-0302, Dave 561-379-3937, georgia@ftlauderdaleauction.com, www.ftlauderdaleauction.com

Feb 21-22 FL, Lakeland. Carlisle Events Winter AutoFest Auction. Sun 'n' FUN Campus. www.carlisleauctions.com

Feb 21-23 CA, Palm Springs. McCormick's Palm Springs Collector Cr Auction. Palm Springs Convention Center – 277 N. Avenida Cabelleros. www.classic-carauction.com

Feb 21-23 FL, Lakeland. Lakeland Collector Car Auction. 717-243-7855, www.carlisleevents.com

Feb 27-29 NC, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 www.gaaclassiccars.com

MAR 2020

Mar 4-6 FL, Amelia Island. Russo and Steele Amelia Island Auction. 602-252-2697 www.russoandsteele.com

Mar 5 FL, Amelia Island. Bonhams's Amelia Island Auction. www.bonhams.com

Mar 6 FL, Amelia Island. Gooding & Co. Amelia Island Auction. 310-899-1960

www.goodingco.com

Mar 6-7 FL, Amelia Island. RM Sotheby's Amelia Island Auction. 519-352-4575. www.rmsothebys.com/

Mar 11-14 AZ, Glendale. Mecum Glendale Auction. Mecum 262-275-5050, infonet@mecum.com, www.mecum.com

Mar 20-21 FL, Punta Gorda. The Gulf Coast Classic. Premier Auction Group. www.premierauctiongroup.com. 844-593-7355

APRIL

Apr 2-4 TX, Houston. Mecum Houston Auction. 262-275-5050, infonet@mecum.com, www.mecum.com

Apr 16-18 FL, West Palm Beach. Barrett-Jackson Palm Beach Auction. 480-421-6694. www.barrett-jackson.com

Apr 17-18 MS, Biloxi. Vicari Crawfish Music Festival Collector Car Auction. Mississippi Coast Coliseum & Convention Center. Gates open Fri. & Sat. 8:30am. 504-264-2277, www.vicariauction.com

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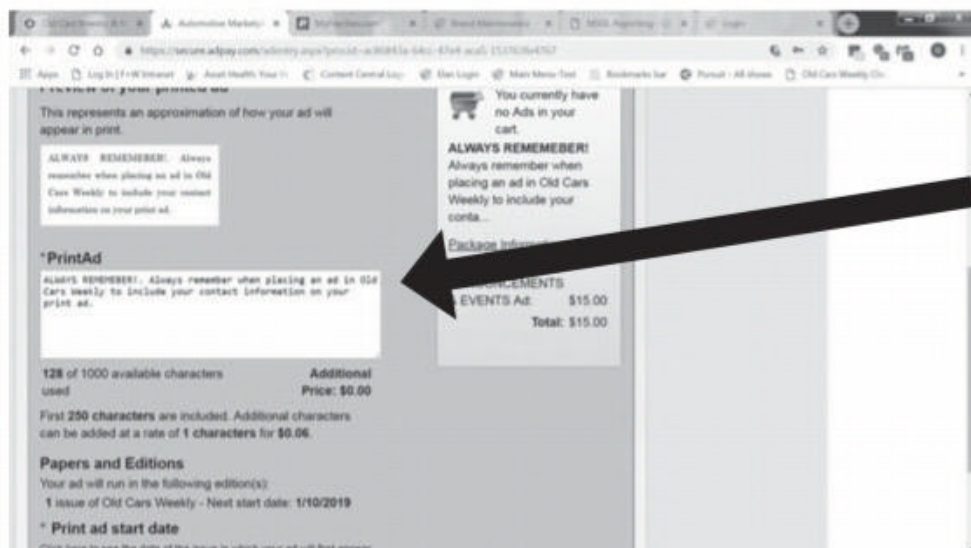
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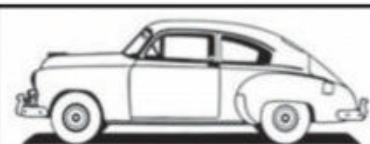
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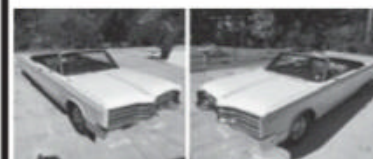
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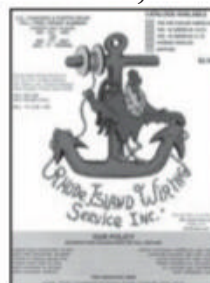
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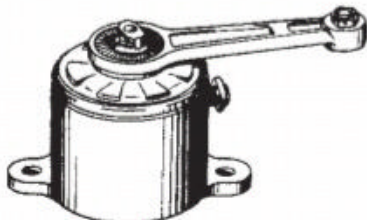
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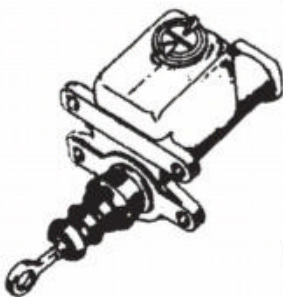
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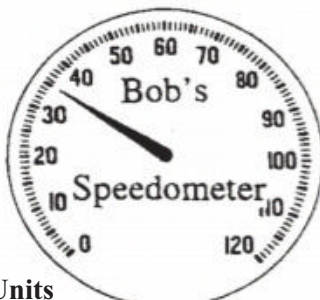
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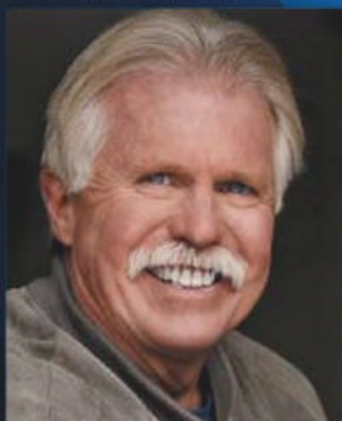


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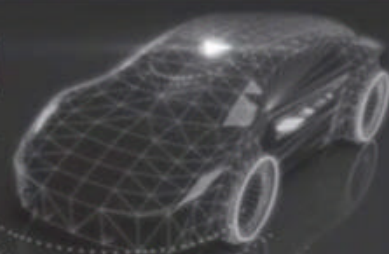
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Probably one of the most famous early aircraft makers in the United States was Stearman Aircraft Corp. First established in 1926, Stearman produced only a few planes at the Venice, Calif., facility before the money ran out. Lloyd Stearman, the man behind the name, moved to Wichita, Kan., where several other airplane makers were having some success. In September 1927, he re-established his company and began building sturdy and dependable biplanes. Eventually, the Stearman name became part of Boeing Aircraft Corp., which had a growing manufacturing facility in Wichita.

The original Stearman name was used in production through the late 1940s and a number of different models



were built under the brand. In the late 1930s, Stearman's most famous product, the Model 75 Kaydet, was ordered in great numbers by the U. S. Army, where they were used as trainer planes in preparation for and during World War II. After the war, Stearman was relegated to the status of a small subsidiary of Boeing, where several aviation products

were developed and manufactured.

In 1970, looking for other avenues to build the business for Stearman products, the company developed the idea of a Stearman automobile. By the end of 1973, only three prototypes were produced. The example owned and on display at the Kansas Aviation Museum located just outside the gate of McConnell Air Force Base is believed to be the only survivor. The body is mounted on an integral chassis with a wheelbase of 90 inches, which was about 4 inches shorter than the Ford Pinto of the same era. Designed to be an "around town" vehicle, it was propelled by a 20-hp Kohler K532 two-cylinder, two-cycle engine. Power was transmitted to the rear wheels via a planetary transmission and chain drive.

Stearman Survivor

Famous
airplanes,
unknown
automobiles
by Stearman

BY PHIL SKINNER



This interesting Stearman micro-car prototype is believed to be the only survivor of its kind.

On display at the Kansas Aviation Museum is a four-passenger roadster. There is no folding top currently with the car, but snaps around the back and sides of the body are in place to secure the top material. Those snaps continue onto both doors and along the top and both sides of the windshield frame. High-back black vinyl bucket seats are provided for the driver and front seat passenger with a small padded bench seat for the rear-seat passengers. Instrumentation appears to have been sourced from several manufacturers and includes fuel and amperes gauges, a tachometer from Wico, an aviation-style temperature gage for each cylinder and a speedometer that appears to have come from a Cushman motor scooter indicating a top speed of 60 mph.

Styling of the all-steel roadster is quite crude. The body is painted red with the "Stearman" name emblazoned on a plaque at the top of the simulated grille. Being a prototype, it is believed that the production model may have carried a more stylish body. According to Kansas Aviation Museum personnel, little is known about this car's origins including the identity of the people involved in its engineering and development.

The Kansas Aviation Museum is open Tuesday to Sunday. The museum is the 1930s-era air terminal that once served as the Wichita Airport before the field was taken over by McConnell Air Force Base in the early 1950s. **OC**



The Stearman was similar in some ways to the more widely known King Midget. The minimalistic interior had basic gauges behind a fixed windshield.



Hauling Interest

Last-generation El Caminos are picking up steam

BY JOHN GUNNELL



Beginning in 1979, the Royal Knight package (foreground) dressed up the El Camino with a distinctive paint and decal scheme and front air dam. The Conquista (background) was more luxurious with additional bright work.

At the recent W. Yoder Auction in Wautoma, Wis., approximately 70 vehicles crossed the block and most sold. We noticed that an above-average percentage were Chevrolet El Caminos and realized that the great majority of those were final-generation 1978 to 1987 models. That sounds like a car-collecting trend so we dug deeper.

1978 El Camino

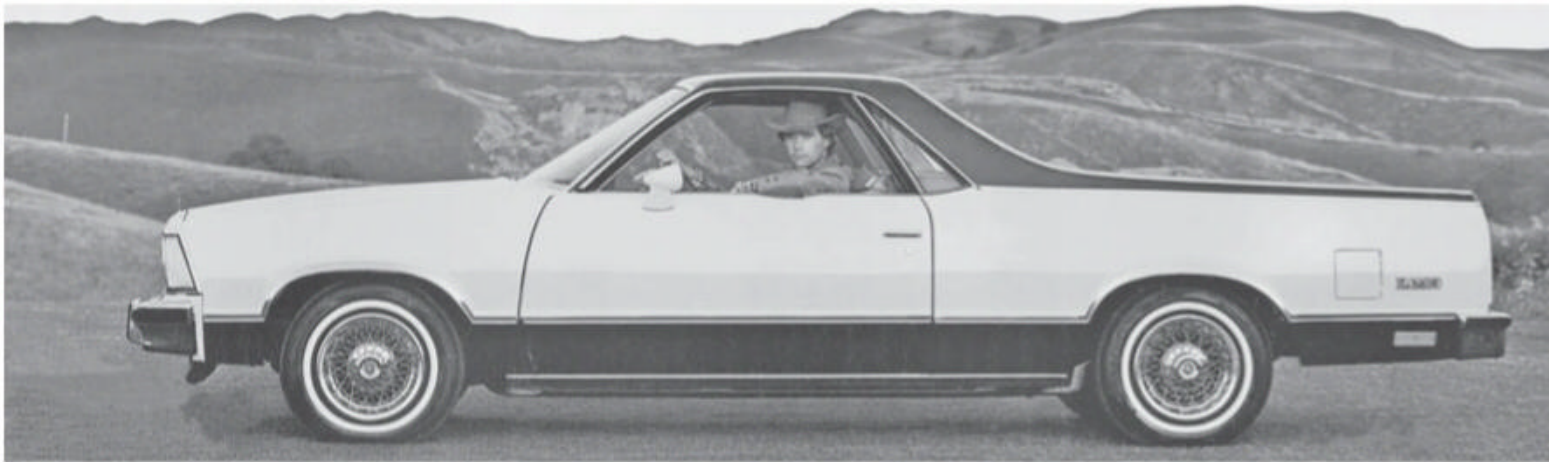
Full-size Chevrolet passenger cars were downsized in 1977 and the mid-size cars received the same treatment in 1978. With the new mid-size body came other changes — the 1977 Chevelle became the 1978 Malibu and the previous year's Chevelle Malibu became the '78 Malibu Classic. There was also a shuffling of the El Camino “sedan pickup” line, which had been based on the Chevelle/Malibu since 1964. In 1977, there was the base El Camino, the El Camino Classic and the El Camino SS. For 1978, start of the fifth-generation El Camino, the base El Camino and El Camino SS option returned and were joined by new Conquista and Black Knight editions. GM was sued over the name “Black Knight” so the

package was renamed “Royal Knight” for 1979.

According to Chevrolet, divisional truck engineers felt that a complete down-sizing of the 1978 El Camino to the 108-in. wheelbase used under all the new Malibus would have overcompromised the car-based pickup's already limited cargo capacity. Instead, the 1978 El Camino was given a unique 117-in. wheelbase that was actually 1 in. longer than the previous model. However, the 1978 El Camino was several inches shorter than the '77. With the shorter body, the weight was reduced by 200-300 lbs. Interior head and legroom were actually increased.

The base fifth-gen El Camino engine was a thrifty V-6. There were several engine options and for this muscle-oriented article, we are only focusing on the more powerful V-8 engines offered each year. Full-frame construction was retained for El Caminos. They also had a standard front stabilizer bar, extensive corrosion-resisting treatments, 14 noise-insulating body mounts (for a quieter ride) and double-panel door, hood and deck lid construction.

The El Camino was Model 80 in Chevy's W Series and



The 1980 Conquista package consisted mainly of bold moldings and two-tone paint treatment.

the SS package was Regular Production Option (RPO) Z15. In addition to features of the base El Camino, the El Camino Super Sport (SS) came with a large front air dam, matching sport mirrors, a special black paint treatment around the grille openings, a choice of accent colors on the lower body, decal stripes to accent the paint-break lines, Rally wheels painted to match the lower body color, black quarter window moldings and Super Sport identification via decals. According to figures in “Ward’s Automotive Yearbook 1979,” 40.2 percent had 350-cid V-8s and 47.6 percent of 1978 El Caminos had 305-cid V-8s.

The El Camino SS carried a factory price of \$5,022 and tipped the scales at 3,076 lbs. Total El Camino production was 54,286 units with no separate breakout of production for the SS, Conquista or Black Knight, although 1200 of the latter are believed to have been built. The El Camino could be purchased with a V-6 or one of the V-8s.

The top option 350-cid (5.7-liter) V-8 had an 8.2:1 compression ratio and a Rochester M4MC four-barrel carburetor. It developed 170 net hp at 2400 rpm. The El Camino transmissions started with a three-speed stick shift with synchromesh. A four-speed manual gearbox and automatic transmission were optional.

Buyers seemed to like the new El Camino’s longer 117-in. wheelbase and shorter 201.6-in. overall length. The new down-sized El Camino handily outsold the Ford Ranchero, which was in its next-to-last appearance in 1978.

Adding to the strong El Camino sales was the Conquista option package. The Conquista was highlighted by a striking stainless molding and paint treatment. The body color appeared on the roof, upper portion of the pickup box, lower body sides and tailgate. The center section of the body side, the hood and the lower portion of the tailgate were set off by an accent color. Also featured were bright paint break moldings along the upper side of the pickup box and tailgate, bright moldings along the lower body sides and wheel opening moldings. A Conquista decal was on the tailgate.

1979 El Camino

The Royal Knight package replaced the Black Knight for the 1979 model year. It featured a distinctive exterior décor treatment like the El Camino SS. Most apparent was a large, bold hood decal. Other content included color-keyed side striping, a large front air dam, matching sport mirrors and Rally wheels. “Royal Knight” appeared as fender decals.

The grille went from an egg-crate design in 1978 to more of a Mercedes-style grille for 1979 with eight distinct horizontal segments formed by bright moldings that ran horizontally, three across, with a thin one down the center. The grille was surrounded by a chrome molding that was thicker on the

top where a six-sided red badge held a gold Chevy bow-tie emblem. The grille was again flanked by large, single rectangular headlamps with the upright parking lamps notched into the body corners. A 267-cid V-8 was new to all but California buyers.

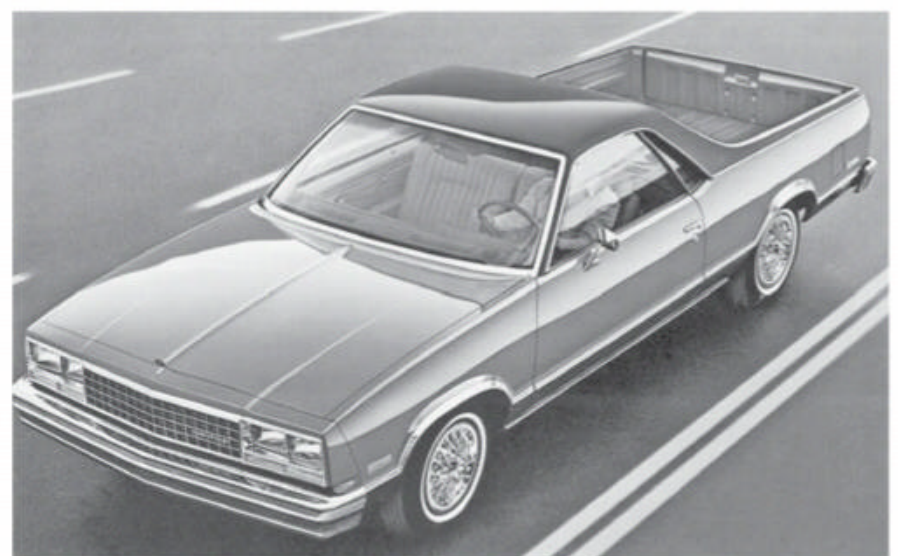
In addition to base El Camino features, the SS came with a large front air dam, matching sport mirrors, a special black paint treatment around the grille openings, a choice of seven paint accent colors on the lower body, decal stripes to accent the paint-break lines, Rally wheels painted to match the lower body color, black quarter window moldings and large Super Sport door graphics. The 1979 El Camino listed for \$5,579 and weighed in at 3,242 lbs. Total El Camino production was 58,008 units with no model breakout. Engine installations were: 267-cid V-8 engine (22.2 percent); 305-cid V-8 engine (58.2 percent); 350-cid V-8 engine (3.6 percent); and both V-6s (16 percent).

The 350-cid V-8, the “big” engine for the year, offered 165-170-hp with a Rochester four-barrel carburetor. It had a 4.00 x 3.48 bore and stroke and with the 8.2:1 compression ratio used this year, it developed 260-270 lbs.-ft. of net torque.

1980 El Camino

“You won’t believe you’re in a pickup,” said the 1980 El Camino sales brochure. Chevrolet’s latest car-based pickup had a brighter, vertical-emphasis grille. Larger and bolder headlamp bezels, larger side marker lamps and a new 3.8-liter standard V-6 were the year’s major revisions. A stand-up hood ornament with a red, six-sided badge centered by a gold Chevrolet bow-tie now sat atop the header panel.

The windshield washer system worked more precisely than before and the base V-6 and optional 5.0-liter V-8 could be had



For 1982, the El Camino featured a revised header panel that incorporated four headlamps and a Caprice-like grille. The sheet metal, including the front fenders that the new header attached to, was unchanged from 1978.

with a new automatic transmission that incorporated a “lock-up” torque converter.

The 1980 El Camino SS had most of the same features as the 1979 version. There was a choice of eight paint accent colors on the lower body this year and smaller “Super Sport” lettering on the right lower portion of the tailgate. The price of the SS model was increased to \$6,128. The weight dropped by four pounds. Production also dropped to 40,952 for all El Caminos despite the fact that its main direct competitor, the Ford Ranchero, wasn’t offered in the 1980 model year. The biggest available engine this year was the 305-cid V-8 that produced 155 net hp at 4000 rpm and 240 lbs.-ft. of torque.

1981 El Camino

El Caminos were mostly unchanged in 1981, but had a minor grille redesign with eight prominent horizontal elements that “veed” outwards in the middle. The word “Chevrolet” in chrome block letters again decorated the lower left-hand corner. The stand-up hood ornament returned.

The major mechanical change was the adoption of General Motors’ CCC (Computer Command Control) system for engine management, particularly of exhaust emission control by electronic means. The base 3.8-liter (Chevy 229-cid) V-6 with a two-barrel carburetor was available with a three-speed manual or automatic transmission. Only the automatic gearbox was offered with the optional 4.4-liter (267-cid) and 5.0-liter (305-cid) V-8s. California El Caminos received the Buick-based 3.8-liter (231-cid) V-6 or could be optioned with the 5.0-liter V-8; the 4.4-liter V-8 was still not available in that state. Higher-pressure radial tires were standard for improved fuel economy. Conquista, Royal Knight and SS packages were offered once again.

The 1981 El Camino SS was promoted as a blend of basic El Camino value with a sporty character. The model option included a new “Super Sport” dashboard nameplate, but there was still no SS identification on the radiator grille. The base price jumped more than \$1,000 to \$7,217. The weight was unchanged. Overall El Camino production was 37,533 units. The 305 was again the top engine option and was rated at 150 net hp this year.

1982 El Camino

The 1982 El Camino adopted the Malibu’s new Caprice-style grille and side-by-side dual rectangular headlamps. The grille had three thin horizontal bars and 15 vertical bars. The Chevrolet name appeared at the lower left side and a stand-up hood ornament was seen again. The bumper was still of a simple, straight-across design. Rally wheels were now of

a geometric design. Also revised was the seating and instrument panel, and a new “Smart Switch” was added to the steering column. The SS model saw another stiff price increase to \$8,244 and its weight changed to 3,300 lbs. The 305-cid V-8 was cut to 145 net hp. A diesel 350 was available for the first time, but developed a reputation for poor service.

1983 El Camino

Styling-wise, the El Camino was little changed. This was the last year for the Royal Knight package. There were few revisions to the SS version. Base price was \$8,445 and the SS gained 37 lbs. Total El Camino production dropped to 22,429 units.

1984 El Camino

For 1984, Chevrolet dropped the mid-sized Malibu, which

had shared many interior and exterior components with the El Camino since 1964. However, Chevrolet continued producing the relatively low-production El Camino sedan-pickup. The 1984 El Camino remained rather luxurious for a truck. The 5.7-liter 105-hp diesel V-8 also remained available.

Beginning this year, the El Camino SS was built via a joint venture with Choo-Choo Customs of Chattanooga, Tenn. The Choo-Choo Customs El Camino SS featured the same front clip as the Monte Carlo SS coupe, but didn’t get

the “hot” 180-hp Monte Carlo SS high-output 305 engine. Instead, a 145-hp 305-cid V-8 was used. The annual price bump brought the El Camino SS to \$8,781 and the weight went down a tad. Total output was up slightly to 24,244 El Caminos.

1985 El Camino

By 1985, the El Camino was living on borrowed time, but must have been considered an important part of Chevy’s truck arsenal. The Malibu that the sedan-pickup was based upon had been dropped after 1983, but Chevy kept making the El Camino because it was a unique product. After all, sales of the El Camino and Suburban were helping to keep Chevrolet ahead of Ford in the all-important race for the title of America’s number one truck maker. Engine options were now limited to the 305-cid V-8 or a new 4.3-liter V-6.

The latest Choo-Choo Customs El Camino SS also shared its aerodynamic-style plastic nose cap with the high-performance Monte Carlo SS. The package also included dual SS decal striping, “Super Sport” decal identification on the doors above the lower body feature line and Rally wheels. A non-functional blister hood, dummy side pipes and pickup bed rails were optional. The SS came in one of five distinctive two-tone paint combinations.



Striking paint, striping and decals made the 1981 El Camino Royal Knight hard to miss.

The Choo-Choo Customs El Camino SS was now base priced at \$9,198 and tipped the scale at 3,263 lbs. A 305-cid 165-hp engine with a four-barrel carburetor was the sole V-8 and 77.3 percent of El Caminos received it. Total production was 25,482 units.

1986 El Camino

The 1986 El Camino featured a new instrument panel and revised gauge cluster graphics to modernize it. It continued to offer 35.5 cubic feet of cargo capacity and a 1,250-lb. payload. The Choo-Choo Customs-built El Camino SS still shared its aerodynamic-style plastic nose cap with the Monte Carlo SS. The SS package also included dual sport mirrors, SS decal striping, "Super Sport" decal identification on the front air dam and doors above the lower body feature line and Rally wheels. A non-functional blister hood, dummy side pipes and pickup bed rails were optional. Five distinctive two-tone exterior color combinations were again offered.

At \$9,885, the El Camino SS was getting expensive (base El Caminos started at \$7925). No wonder only 16,229 El Caminos were built in total. An even 76

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percent of them had the gasoline-fueled 305-cid 150-hp V-8. The other 24 percent had the 4.3-liter (262-cid) 140-hp V-6.

1987 El Camino

The 1987 El Camino still combined the utility of a pickup with the beauty of a sport coupe. Apparently, this was a combination that was no longer in great demand, as 1987 was the last full year for El Camino production. A few hundred were built in the first four months of 1988 before the model was dropped. Chevrolet's separate sales catalog for the 1987 El Camino said, "The end product makes a uniquely bold, personal statement." The El Camino's trim lines and sleek good looks were still offered in three ways: base, Conquista and SS.

The "no-holds-barred SS Sport Decor model" again incorporated a front air dam, dual aerodynamic mirrors, a lower body accent color emphasized by a pin striping decal, Rally wheels and blacked-out trim. They came in a limited number of two-tone color choices.

Shown on back of the 1987 sales catalog was the optional El Camino SS in white with a decorative hood treatment, aerostyle front fascia, non-functional side pipes and box side rails. The upgrades were again provided by independent supplier Choo-Choo Customs that marketed this package through authorized Chevrolet dealers.

Pricewise, the last El Camino SS started at \$10,784 for a 3,244-lb. vehicle. Chevy built 15,589 El Caminos for the model's last year, but the SS portion of that number isn't available. The top engine for the year was again the 5.0-liter (305-cid) V-8 good for 150 hp at 4000 rpm and 240 lbs.-ft. of torque. This engine was used in 84 percent of all 1987 El Caminos.

The El Caminos sold at the Yoder auction referenced earlier include the following examples:

Lot 1010: 1978 El Camino (custom). Mileage: 95,000. Color: Silver-Blue. Engine: 350-cid V-8.

Options: Automatic transmission. Floor shift. Power steering. Power brakes. Power windows. Power door locks. Tilt steering. Cowl induction hood. Custom interior. Said to run and drive great. Soft brakes. General condition: No. 3. Sold: \$4,000.

Lot 1023. 1978 El Camino Conquista. Mileage: 90,000. Color: Light Brown/Tan. Engine: 305-cid V-8. Options: Automatic transmission. Power steering. Power brakes. Engine rebuilt at 82,000 miles. Original paint. New front tires only. Said to run and drive like it should. General condition: No. 3. Sold: \$3,900.

Lot 1030. 1985 El Camino (custom). Mileage: 8,671

(showing). Color: Black. Interior: Gray. Engine: 350-cid V-8. Options: Automatic transmission. Power steering. Power brakes. Power windows. Power door locks. Rubber bed mat and tonneau cover. Said to run and drive well. Brake line leaked. General condition: No. 4. Sold: \$3,100.

Based on collector pricing estimates and auction results, it appears that a down-sized El Camino in No. 3 to No. 4 condition could be bought from local private owners or local auctions for as little as \$3,000-\$4,000. After a bit of upgrading with a fix-up job or complete restoration, the same model will net about \$6,500 to \$14,100 at larger collector car auctions (eliminating highest and lowest prices). This seems to agree with the "Collector Car Price Guide" book that indicates a price of about \$2,700 for a No. 4 El Camino, about \$5,000 for a No. 3 and \$14,500 for a No. 1 example.

So, should you buy a last-gen El Camino?

These down-sized El Caminos are models to watch in the marketplace. Things to look for are the SS package (or Conquista or Knight packages). Examples with a factory-original 350-cid V-8 are also more desirable. The Choo-Choo Customs Super Sports are probably worth a bit more than the "Collector Car Price Guide" suggests (\$22,000 for a No. 1, \$10,000 for

a No. 3). Naturally, the more factory options any model has, the more it will be worth.

From the W. Yoder descriptions, you can tell how much condition and especially mechanical problems (such as brake line leaks) negatively affect prices. The cost of repairs — especially serious or numerous small repairs — can quickly add up and eclipse the vehicle's value, and most buyers know that.

We're in the "purist" camp and feel that original cars with 100 percent original equipment have a certain charm that modifieds give up. At the same time, we've noticed that many of the down-sized fifth-gen El Caminos have been customized, and that doesn't seem to affect their value. In fact, there are certain cases where a bigger engine, fatter tires or aftermarket goodies in general might actually increase an El Camino's value. Let's face it — some people like vehicles that look sportier or go faster than they did when they were new.

El Caminos have always been special whether they are full-size, compact-size, mid-size or down-sized. Historians trace the concept to Australian Utes, but we've always thought that they look more like station wagons that someone cut the rear roof off of to create a custom pickup. To us, they are All-American cool and Made-in-the-USA practical for U.S. highways. And a lot of collectors seem to agree. **OC**



This two-tone brown and tan 1978 El Camino had a lot of nice original features and a lot of eye appeal. It recently sold for \$3,900.

John Gummell photo

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